

*NHTSA
Region 7*

**MISSOURI
2013
ANNUAL REPORT**

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FOREWORD

The MoDOT mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Traffic & Highway Safety Division (THSD), Office of Highway Safety (OHS), works specifically to reduce the number and severity of traffic crashes resulting in deaths and injuries. This requires the staff to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Office of Highway Safety, Missouri Department of Transportation. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; the Missouri Coalition for Roadway Safety; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and Region 7, National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

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EXECUTIVE SUMMARY

GUIDELINES

In the State of Missouri, the state highway safety program is administered through the Office of Highway Safety (OHS), a unit of the Traffic & Highway Safety Division, Missouri Department of Transportation. The Annual Report for the OHS covers those activities funded for the period October 1, 2012 through September 30, 2013. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

PURPOSE

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. The goal of the OHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

PROBLEM IDENTIFICATION

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2012, there were 137,399 traffic crashes in Missouri resulting in an economic loss to the state in excess of \$3.2 billion. In these crashes, 50,371 persons were injured while another 826 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

PROBLEM SOLUTION

An annual Highway Safety Plan (HSP) is developed by the OHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable the OHS to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

STRATEGIES

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the OHS is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Section 410, 154 AL, 164 AL, 408, 154 HE, 164 HE, 2010, and 2011(d).

SUCSESSES/RESULTS

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death rate per 100 million vehicle miles traveled from 6.2 to 1.2 in 2012. However, during 2012, there was an increase of 40 fatalities from the previous year. In spite of this increase, Missouri is still experiencing a drop in its three year moving average. Through the diligent work of the Missouri Coalition for Roadway Safety this will not become a trend. The new interim goal set by the Missouri Coalition for Roadway Safety is 700 by 2016 as we continue to move Toward Zero Deaths.

Year	Overall Crashes	Injuries	Deaths
2011	142, 966	51,061	786
2012	137,399	50,371	826
	<5,567	<690	>40

While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

PROGRAM EVALUATION

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established

goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

INTERNAL ACTIVITIES

In addition to administering programs that are funded through state and local government agencies, OHS staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review;
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

GRANT-FUNDED ACTIVITIES

The OHS contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Aggressive Driving, Older Drivers, Public Information and Education, Alcohol and Other Drugs, Occupant Restraints, Motorcycle Crashes, School Buses, Young Drivers, Commercial Motor Vehicles, Vulnerable Roadway Users, Engineering and Data Collection.

A total of 357 contracts were issued to grantees. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the Grants Management System housed in the OHS.

The total obligation of federal funding and expenditures by the State of Missouri for FY 2013 can be found on the following page. Detailed project amounts are provided in the Budget Addendum.

FY13 OBLIGATION AMOUNTS (as of 12-19-13)

Funding Code	Problem Area	Current 2013 Funds	Carryover From 2012	Total Available 2013	Carryover to 2014	Total Obligated 2013
402	All Traffic Safety	4,880,475.23	2,747,199.75	7,627,674.98	\$ 2,188,838.21	\$ 5,438,836.77
154	Transfer Funds - AL	4,691,891.00	3,973,820.52	8,665,711.52	\$ 4,637,738.56	\$ 4,027,972.96
154	Transfer Funds - HE		32,380,838.33	32,380,838.33	\$ 6,000,000.00	\$ 26,380,838.33
164	Transfer Funds - AL		3,152,317.00	3,152,317.00	\$ 400,000.00	\$ 2,752,317.00
164	Transfer Funds - HE		19,252,224.02	19,252,224.02	\$ 4,000,000.00	\$ 15,252,224.02
408	Data Program		884,390.12	884,390.12	\$ 259,127.55	\$ 625,262.57
410	Alcohol SAFETEA-LU		4,145,794.18	4,145,794.18	\$ 1,153,896.68	\$ 2,991,897.50
2010	Motorcycle Safety		162,719.64	162,719.64	\$ 50,000.00	\$ 112,719.64
2011	Child Seats		601,479.60	601,479.60	\$ 181,432.10	\$ 420,047.50
405b	Occupant Protection Low	1,278,470.48		1,278,470.48	\$ 1,278,470.48	\$ -
405c	Data Program	1,089,909.84		1,089,909.84	\$ 1,089,909.84	\$ -
405d	Impaired Driving Mid	3,102,999.28		3,102,999.28	\$ 3,102,999.28	\$ -
405f	Motorcycle Programs	97,205.97		97,205.97	\$ 97,205.97	\$ -
	TOTALS	\$ 15,140,951.80	\$ 67,300,783.16	\$ 82,441,734.96	\$ 24,439,618.67	\$ 58,002,116.29

ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA

	<u>B a s e l i n e D a t a 1 9 9 5 -</u> <u>1 9 9 8</u>				<u>P r o g r e s s R e p o r t D a t a 2 0 0 8 -</u> <u>2 0 1 2</u>				
	<u>1 9 9 5</u>	<u>1 9 9 6</u>	<u>1 9 9 7</u>	<u>1 9 9 8</u>	<u>2 0 0 8</u>	<u>2 0 0 9</u>	<u>2 0 1 0</u>	<u>2 0 1 1</u>	<u>2 0 1 2</u>
Fatalities	1,109	1,148	1,192	1,169	960	878	821	786	826
Serious Injuries (Defined as: Incapacitating Injury)	10,592	10,328	10,205	9,538	6,932	6,538	6,095	5,643	5,508
Fatalities and Serious Injuries Combined	11,701	11,476	11,397	10,707	7,892	7,416	6,916	6,429	6,334
Fatality Rate / 100 million VMT	1.9	1.9	1.9	1.8	1.3	1.3	1.2	1.1	1.2
Fatality and Serious Injury Rate/ 100 million VMT	19.8	18.8	18.1	16.6	10.9	10.7	9.8	9.3	9.3
Fatality Rate / 100K Population	20.6	21.1	21.7	21.2	16.2	14.7	13.7	13.08	13.7
Fatality and Serious Injury Rate / 100K population	217.6	211.3	207.9	193.9	147.2	123.9	115.5	107.0	105.2
Alcohol-Related Fatalities	266	286	242	277	262	264	262	208	207
Alcohol-Related Fatalities as percentage of All Fatalities (%)	23.99%	24.92%	20.31%	23.70%	27.30%	30.1%	31.9	26.5	25.1
Alcohol Related Fatality Rate / 100 million VMT	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.3	0.3
Percent of Population Using Safety Belts*	unknown	unknown	unknown	60.42%	75.78%	77.18%	76.03%	78.95%	79.40%
Percent of unbelted drivers and occupants seriously injured or killed in a crash	23.01%	22.65%	22.78%	22.83%	30.7	27.3	35.9%	28.0	26.7
State Population Estimates	5,378,247	5,431,553	5,481,193	5,521,765	5,911,605	5,987,580	5,988,927	6,008,984	6,021,988
*Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.									
Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years.									
Crash data provided by the Statistical Analysis Center, Missouri State Highway Patrol									

POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the *fatal* crashes occurred in rural areas.

A chart outlining the 14 Performance Measures is attached to this section.

BENCHMARKS

Established	Result
<p>To decrease aggressive driving-related fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 305 by 2012 • 299 by 2013 • 293 by 2014 • 287 by 2015 <p>• 2011 aggressive driving-related fatalities = 311</p>	<p>In 2011, there were 311 aggressive driving-related fatalities. In 2012, there were 322, an increase of 4%.</p>
<p>To decrease speed-related fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 294 by 2012 • 288 by 2013 • 282 by 2014 • 277 by 2015 <p>• 2011 speed-related fatalities = 310</p>	<p>In 2011, there were 310 speed-related fatalities. In 2012, there were 307, a decrease of 1%.</p>
<p>To increase speed-related citations/warnings made during grant-funded enforcement activities and mobilizations by 2 percent annually to:</p> <ul style="list-style-type: none"> • 132,505 by 2012 • 135,155 by 2013 • 137,858 by 2014 • 140,616 by 2015 <p>• 2011 speeding citations/warnings issued during grant-funded enforcement activities and mobilizations = 129,907</p>	<p>In 2011, there were 129,907 speeding citations/warnings issued during grant-funded enforcement activities and mobilizations. In 2012, there were 116,499, a decrease of 10%.</p>
<p>To decrease fatalities involving older drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 122 by 2012 • 119 by 2013 • 117 by 2014 • 114 by 2015 <p>• 2011 fatalities involving older drivers = 124</p>	<p>In 2011, there were 124 fatalities involving older drivers. In 2012 there were 141, an increase of 14%.</p>
<p>To decrease serious injuries involving older drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 774 by 2012 • 759 by 2013 • 744 by 2014 • 729 by 2015 <p>• 2011 serious injuries involving older drivers = 790</p>	<p>In 2011, there were 790 serious injuries involving older drivers. In 2012, there were 765, a decrease of 3%.</p>

STRATEGIES

Continue funding speed/hazardous moving violation enforcement overtime grants with local law enforcement and the Highway Patrol	The THSD provides overtime grants to local law enforcement and the Highway Patrol to focus on speed and hazardous moving violations enforcement.
Encourage law enforcement agencies to target aggressive drivers when working statewide DWI and occupant protection mobilization campaigns	Law enforcement agencies are encouraged to focus on a number of traffic safety issues when working statewide DWI and occupant protection campaigns, including aggressive drivers.
Fund enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns	Enforcement efforts include work zone areas throughout the year. There was paid advertising for the Work Zone Awareness Week including radio, internet and digital ads which ran through the summer months.
Continue the use of speed monitoring devices (radars) and changeable message signs	MoDOT continued to use permanent and portable message signs as a tool to educate the motoring public. Several law enforcement agencies received radar units through Highway Safety grants.
Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road	The Savemolives.com web site offers resources on this topic. Random news releases are sent statewide, or as needed dependent on traffic crash data. Social media outlets offer safety messages on aggressive driving and the rules of the road on various random posts, links or memes.
Encourage the local regional coalitions of the Missouri Coalition for Roadway Safety to fund and promote enforcement and educational programs/projects that focus on aggressive driving	Each regional coalition distributes their funding based on localized needs. Crash data is available to help determine where the additional funding for education and enforcement are needed for aggressive driving. Informational and educational pamphlets are available to the public at various regional events. Social media outlets offer safety messages on aggressive driving on various posts, links or memes.
Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers through development of a strategic plan	The Subcommittee on Elder Mobility and Safety sponsored a strategic planning workshop and developed strategies to reduce traffic crashes involving older drivers. The strategies were adopted and included in <i>Missouri's Blueprint to Save More Lives</i> published in FY 2013.
Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field	A database of safety partners interested in Older Driver issues is maintained by the THSD and efforts continue through that group.
Develop and distribute public informational materials to assist older drivers and their families	Fit to Drive brochures were printed and distributed. In addition, the NHTSA brochures related to specific health concerns and driving are available through THSD (e.g. stroke, diabetes, glaucoma, etc).
Provide educational programs to community groups and the public	Educational programs and presentations are provided upon request by both THSD staff and Regional Coalition members.
Implement strategies outlined in <i>Missouri's Blueprint to ARRIVE ALIVE</i>	Strategies outlined in <i>Missouri's Blueprint for Safer Roadways</i> are included in Missouri's Highway Safety Plan each year.
Train law enforcement personnel to identify signs of impairment specific to older drivers	Older Driver training specific to law enforcement is offered upon request.
Identify and promote self-assessment tools to enable older drivers to check their own driving abilities	The THSD promotes the use of self-assessment tools such as AAA Roadwise Review.
Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)	Work in this area has focused on personnel in the driver license renewal offices in the state. The University of Missouri worked with the Missouri Department of Revenue to provide on-line training for license office staff.
Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address older driver safety	The Subcommittee meets quarterly and is very active. The Subcommittee has worked on several projects such as the training program for the license office staff.
Develop a package of office-based screening tools that can be used by healthcare providers and agencies involved in licensing decisions	The THSD through a contract with Washington University are piloting office based assessment tools to determine a persons' fitness to drive.

ENFORCEMENT EFFORTS

The Traffic & Highway Safety Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. The Statewide enforcement mobilization “Click it Or Ticket” was held from May 20 through June 2, 2013, and the “Drive Sober or Get Pulled Over” mobilization was held from August 16-September 2, 2013. Law enforcement agencies put in 17,183 hours toward these efforts. The mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

Attached to this report is a summary of citation activity data and crash analysis for fiscal year 2013.

TRAINING

Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Traffic & Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri, Missouri State Highway Patrol and, Missouri Southern State University and the Pacific Institute for Research and Evaluation) to offer “traffic safety specific” courses. A list of the courses is included at the end of this section.

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, Missouri Police Chiefs Association, Missouri Sheriffs Association, TRHS, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies. THSD also offers training to first responders and EMS through the Fire Rescue Training Institute, Missouri University. Courses include Emergency Vehicle Driver Training, Traffic Control for the Emergency Responder, and Vehicle Rescue Technician.

OLDER DRIVERS

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers’ rates are increasing (NHTSA, 2005). According to the U.S. Census Bureau, Missouri ranked 17th nationally in 2008 with 13.6% of the population age 65 or older. A 62% increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer’s disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education and rulemaking in the upcoming decade.

In relation to all other licensed drivers in the state, drivers 65 and over are almost equally involved in Missouri’s traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In August of 2012, there were 745,698 people licensed in Missouri who were age 65 or over. They accounted for 17.1% percent of the 4,402,809 persons licensed in Missouri.

Of all 2009-2011 fatal and disabling injury crashes in Missouri, 15.5% involved an older driver of a motor vehicle. In 2009-2011, 429 persons were killed and 2,629 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

YOUTH PROGRAM

Young drivers are categorized as those ages 15 through 20 years. These young drivers are substantially over-involved in Missouri traffic crashes. In 2011, 17% of all fatal crashes involved a young driver of a motor vehicle; this is particularly significant since young drivers comprised only 8.3% of the licensed driver population in Missouri.

Of all 2009-2011 fatal and disabling injury crashes in Missouri, 22.2% involved a young driver of a motor vehicle. In 2009-2011, 419 persons were killed and 4,260 were seriously injured in traffic crashes involving a young driver of a motor vehicle.

YOUNG DRIVERS

Benchmarks

<p>To decrease fatalities involving drivers age 15 through 20 by 2 percent annually to:</p> <ul style="list-style-type: none"> • 144 by 2012 • 141 by 2013 • 138 by 2014 • 136 by 2015 <p>• 2011 fatalities involving drivers age 15 through 20 = 147</p>	<p>In 2011 the number of fatalities involving drivers age 15 through 20 was 147. In 2012, that number decreased to 103 (30 %).</p>
<p>To decrease serious injuries involving drivers age 15 through 20 by 2 percent annually to:</p> <ul style="list-style-type: none"> • 1,198 by 2012 • 1,174 by 2013 • 1,150 by 2014 • 1,127 by 2015 <p>• 2011 serious injuries involving drivers age 20 or younger = 1,222</p>	<p>In 2011, the number of serious injuries involving drivers age 20 or younger was 1,220. In 2012, that number decreased to 970 (21%).</p>

Strategies

<p>Continue support for youth prevention and education programs to include Team Spirit Youth Traffic Safety Leadership Conferences and Reunion; ThinkFirst Programs (school assemblies Traffic Offenders Program, and the corporate program); <i>Every15 Minutes</i>; DWI docudramas; CHEERS university-based designated driver program, Safe Communities programs throughout the state and statewide Battle of the Belt competition</p>	<p>Team Spirit Conferences, Reunion and up to 4 one-day mini conferences continue to be implemented across the state reaching approximately 70 high schools annually. ThinkFirst continues to excel in safety education efforts reaching 21,389 Missouri students 3,650 Missouri employees through school and worksite/organization presentations, and 217 high-risk Missouri drivers through the Traffic Offenders Program. Other programs, such as Every 15 Minutes, DWI docudramas, Safe Communities programs, CHEERS and the Battle of the Belt competition continue to be promoted and conducted statewide with great success.</p>
<p>Continue statewide distribution of <i>Road Wise: Parent/Teen Safe Driving Guide</i> through DOR licensing offices and Highway Patrol driver examination stations and upon request</p>	<p>Approximately 34,000 copies of the guide were created and distributed through DOR Field Offices, MSHP Driver Examination and requests to the Highway Safety Office.</p>
<p>Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents and teens</p>	<p>The regional youth coordinators and the Missouri Coalition for Roadway Safety meet and discuss opportunities to educate parents and schools for effective means to reach teens that are learning to drive.</p>
<p>Continue to update, as needed, materials and Web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers</p>	<p>The SaveMOLives website and brochures continue to be updated and promoted to educate young drivers and their parents/guardians on driving behaviors.</p>
<p>Include information on the graduated driving license (GDL) law in materials, on the website and within presentations</p>	<p>No updates to Missouri's GDL law were made in 2012. Materials, website and presentations continue to educate new drivers and parents of the restrictions outlined in the GDL law.</p>
<p>Support projects designed to prevent underage alcohol purchase, educate law enforcement and the public about underage drinking, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, SMART Web-based server training, underage drinking law enforcement training, compliance checks, and multi-jurisdiction enforcement teams)</p>	<p>On-going training opportunities for professionals, law enforcement and students were provided that addressed effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing alcohol sales to intoxicated individuals and minors and preventing impaired driving. Training was provided by the Pacific Institute for Research and Evaluation and the Partners in Prevention Coalition for law enforcement agencies, establishments who possess a license to sell liquor and college campuses.</p>

Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools	The Youth Seat Belt Enforcement Campaign was conducted from March 15-31, 2013. Sixty-three LE agencies participated and wrote 1207 seat belt citations. The Teen Safety Belt Survey was conducted between April 1 and April 29, 2013. A total of 36,553 observations were collected at 150 high schools statewide. Of the teenage drivers and passengers observed, 67.0% were wearing their safety belt.
Conduct an annual law enforcement campaign focused on underage drinking and driving	An underage drinking and driving law enforcement campaign was conducted in May 2013 with 175 agencies participating and resulted in 91 MIP, 6 Zero Tolerance and 1 Fake ID citations.
Provide funding to support college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's <i>Drive Safe. Drive Smart.</i> campaign	Partners in Prevention (PIP) used their website and list serve to enhance on-going collaborative programming possibilities related to drinking and driving, distracted driving and seatbelt use. PIP created resources and other training materials for each of the 25 member institutions. Approximately 200,000 Missouri college students are exposed to the messages through promotional items, advertisement and programs throughout the academic school year. They used established communication networks among the public institutions of higher education in Missouri and state agencies to create effective strategies for addressing the issues of aggressive, distracted, impaired and drowsy driving, as well as, speeding and safety belt use.
Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Drivers License, Zero Tolerance, Abuse and Lose)	Law enforcement continues to support the Youth Seat Belt campaign in March and the Youth Alcohol Enforcement campaign in May to target high risk, young drivers. Many School Resource Officers also participate in safe driving campaigns in their schools such as Battle of the Belt and Team Spirit activities.
Promote the saveMOlives website and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)	Funding was used to create and distribute awareness advertisements, posters, web pages, billboards, ice chest wraps and gas pump toppers to display the messages of underage drinking, seat belt usage and distracted driving. The messages were also posted on many social networking sites and high internet traffic sites such as Facebook, Twitter, Instagram and Pandora.
Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving	The Youth Coordinator in the Highway Safety Office continues to serve on this committee and is available to address underage drinking issues.
Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic Advance	Strategies are discussed and recommendations are implemented as plans of action are outlined.
Develop campaigns/materials to reach targeted high-risk groups	The "Never Say Never" teen seat belt message and "Zero Tolerance" underage drinking message continue to be used to relay messages to high-risk groups. Posters, videos and incentive items are also used to gain the attention of high-risk groups focusing on underage drinking and driving, seat belt use and distracted driving.

EFFICIENCY AND PRODUCTIVITY

The Traffic and Highway Safety Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants. This is the ninth year that the Annual Report could be completed on line, which continues to streamline our process.

Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of OHS staff to begin the migration to a complete web-based grants management system. REJIS prepared a new design document outlining the changes necessary to change to the new technology. This rewrite has been completed and was available for the processing of 2010 grants online. Plans are currently underway for additional updates/enhancements, with the goal of eventually becoming paperless.

2012 Performance Measures--FARS Data

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>			<u>2011</u>			<u>2012</u>		
	Statewide	Statewide	Statewide	Urban	Rural	Statewide	Urban	Rural	Statewide	Urban	Rural	Statewide
Fatalities (actual)	992	960	878	330	491	821	291	495	786	350	474	826
Fatality Rate per 100M VMT (statewide; urban; rural)	1.43	1.41	1.29	0.93	1.39	1.16	0.73	1.71	1.14	0.52	0.68	1.20
Number of serious (disabling) injuries	7,744	6,932	6,539	6,096			5,643			5,508		
Number of fatalities involving drivers or motorcycle operators with .08 BAC or above	333	314	302	258			258			280		
Number of unrestrained passenger vehicle occupant fatalities	478	489	425	392			370			394		
Number of speeding-related fatalities	411	426	366	324			310			326		
Number of motorcyclist fatalities	91	107	84	93			82			104		
Number of un-helmeted motorcyclist fatalities	14	12	16	11			10			9		
Number of drivers age 20 or younger involved in fatal crashes	135	120	106	88			133			129		
Number of pedestrian fatalities	79	66	71	57			75			84		
Percent observed belt use for passenger vehicles--front seat outboard occupants	77%	76%	77%	76%			79%			*		
Number of seat belt citations issued during grant-funded enforcement activities	17,513	20,244	29,034	20,278			20,401			15,716		
Number of impaired driving arrests made during grant-funded enforcement activities	3,604	3,808	5,369	5,779			5,761			5,370		
Number of speeding citations issued during grant-funded enforcement activities	76,471	75,812	98,453	85,890			81,055			71,688		

* Figures unavailable

**Highway Safety Funded Enforcement Totals
Fiscal Year 2013**

Includes citations and warnings

Totals

	DWI	4,482	
	Following to Close	1,728	
	Stop sign	6,479	
	Signal violation	2,488	
	Fail to Yield	733	
	C&I	1,265	
	Speeding	76,654	
	Other HMV	35,785	
	Total HMV	129,889	
	Seat Belt	18,080	
	Child Restraint	693	
	Other Violations	48,275	
	Total Violations	326,551	
	Felony Arrests	1,027	
	Drug Arrests	1,643	
	Vehicles Recovered	46	
	Fugitives Apprehended	3,413	
	Suspended Revoked License	5,895	
	Uninsured	13,578	
	Total Number of Stops	262,393	
	Hours Worked	136,372	
	Number of Sobriety Checkpoints	467	

Agency	Crash Type	Oct. 1, 2009 - Sept. 30, 2012 Fatal Crashes	Oct. 1, 2012 - Sept. 30, 2013 Fatal Crashes	Oct. 1, 2009 - Sept. 30, 2012 Disabling Injury Crashes	Oct. 1, 2012 - Sept. 30, 2013 Disabling Injury Crashes	3 Year Average Disabling Injury Crashes	Oct. 1, 2009 - Sept. 30, 2012 Total Crashes	Oct. 1, 2012 - Sept. 30, 2013 Total Crashes	3 Year Average Total Crashes	Oct. 1, 2009 - Sept. 30, 2012 Total Crashes	Oct. 1, 2012 - Sept. 30, 2013 Total Crashes
Arnold Police Dept.	Alcohol/Drug Involved	1	0	5	1	1.67	67	24	22.33	67	18
Arnold Police Dept.	Speed - Exceeded Limit	3	1.00	4	0	1.33	8	8.00	8.00	8	5
Arnold Police Dept.	Hazardous Moving Violations	4	1.33	6	0	0.00	390	130.00	130.00	390	68
Aurora Police Dept.	Alcohol/Drug Involved	0	0	3	0	1.00	17	5.67	5.67	17	5
Aurora Police Dept.	Speed - Exceeded Limit	1	0.33	2	0	0.67	11	3.67	3.67	11	1
Aurora Police Dept.	Hazardous Moving Violations	1	0.33	0	0	2.00	76	25.33	25.33	76	18
Bailwin Police Dept.	Alcohol/Drug Involved	0	0	8	0	2.67	51	17.00	17.00	51	8
Bailwin Police Dept.	Speed - Exceeded Limit	0	0.00	2	0	0.67	11	3.67	3.67	11	3
Bailwin Police Dept.	Hazardous Moving Violations	0	0.00	2	0	0.67	402	134.00	134.00	402	66
Barry County Sheriff's Dept.	Alcohol/Drug Involved	11	3.67	4	4	1.33	171	57.00	57.00	171	40
Barry County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	5	0	0.67	22	7.33	7.33	22	10
Barry County Sheriff's Dept.	Hazardous Moving Violations	10	3.33	54	14	18.00	476	158.67	158.67	476	154
Bellevue Police Dept.	Alcohol/Drug Involved	0	0	4	2	1.33	47	15.67	15.67	47	10
Bellevue Police Dept.	Speed - Exceeded Limit	0	0.00	1	0	0.33	24	8.00	8.00	24	8
Bellevue Police Dept.	Hazardous Moving Violations	1	0.33	14	2	0.67	404	134.67	134.67	404	84
Bellevue Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	55	18.33	18.33	55	14
Bellevue Police Dept.	Speed - Exceeded Limit	0	0.00	1	0	0.33	30	10.00	10.00	30	10
Bellevue Police Dept.	Hazardous Moving Violations	0	0.00	7	3	1.00	660	220.00	220.00	660	137
Billings Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	2	0.67	0.67	2	0
Billings Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	0.33	0.33	1	0
Billings Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	13	4.33	4.33	13	4
Bolivar Police Dept.	Alcohol/Drug Involved	3	1.00	1	0	0.33	30	10.00	10.00	30	6
Bolivar Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.33	19	6.33	6.33	19	5
Bolivar Police Dept.	Hazardous Moving Violations	13	4.33	3	0	1.00	168	56.00	56.00	168	49
Boone County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	8	8	2.67	164	54.67	54.67	164	52
Boone County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	4	0	1.33	66	22.00	22.00	66	8
Boone County Sheriff's Dept.	Hazardous Moving Violations	12	4.00	30	8	10.00	776	258.67	258.67	776	173
Branson Police Dept.	Alcohol/Drug Involved	1	0.33	1	0	1.67	80	26.67	26.67	80	36
Branson Police Dept.	Speed - Exceeded Limit	1	0.33	4	1	1.33	31	10.33	10.33	31	14
Branson Police Dept.	Hazardous Moving Violations	1	0.33	11	3	1.00	702	234.00	234.00	702	254
Breckenridge Hills Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	17	5.67	5.67	17	1
Breckenridge Hills Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	6	2.00	2.00	6	0
Breckenridge Hills Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	82	27.33	27.33	82	9
Brentwood Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.00	13	4.33	4.33	13	1
Brentwood Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	4	1.33	1.33	4	0
Brentwood Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	168	56.00	56.00	168	37
Bridgeton Police Dept.	Alcohol/Drug Involved	2	0.67	2	4	0.67	71	23.67	23.67	71	18
Bridgeton Police Dept.	Speed - Exceeded Limit	1	0.33	2	2	1.00	44	14.67	14.67	44	13
Bridgeton Police Dept.	Hazardous Moving Violations	4	1.33	19	5	1.67	734	244.67	244.67	734	228
Buchanan County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	4	0	1.33	46	15.33	15.33	46	11
Buchanan County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	15	0	5.00	381	127.00	127.00	381	51
Butler County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	3	3	1.00	152	50.67	50.67	152	39
Butler County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	26	4	0.67	456	152.00	152.00	456	136
Byrnes Mill Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	2	0.67	0.67	2	0
Byrnes Mill Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	48	16.00	16.00	48	2
Byrnes Mill Police Dept.	Hazardous Moving Violations	6	2.00	1	0	0.33	109	36.33	36.33	109	28
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	43	5	2.67	34	11.33	11.33	34	9
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	4	1.33	1.33	4	0
Callaway County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	2	0.67	0.67	2	0
Calverton Park Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	14	4.67	4.67	14	3
Calverton Park Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	32	10.67	10.67	32	7
Camden County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	3	3	1.00	121	40.33	40.33	121	32
Camden County Sheriff's Dept.	Speed - Exceeded Limit	6	2.00	37	11	12.33	372	124.00	124.00	372	105
Camden County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0.00	0.00	0	0
Canton Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0.00	0.00	0	0
Canton Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0.00	0.00	0	0
Canton Police Dept.	Hazardous Moving Violations	4	1.33	6	6	2.00	111	37.00	37.00	111	36
Caps Girardeau County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	3	1	1.00	8	2.67	2.67	8	3
Caps Girardeau County Sheriff's Dept.	Speed - Exceeded Limit	8	2.67	34	6	11.33	349	116.33	116.33	349	118
Caps Girardeau County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	4	2	0.67	26	8.67	8.67	26	10
Caps Girardeau Police	Alcohol/Drug Involved	2	0.67	9	0	3.00	2237	745.67	745.67	2237	612
Cartersville Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	7	2.33	2.33	7	3
Cartersville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0.00	0.00	0	1
Cartersville Police Dept.	Hazardous Moving Violations	0	0.00	1	0	0.33	10	3.33	3.33	10	4
Cartersville Police Dept.	Alcohol/Drug Involved	0	0.00	1	2	0.33	36	12.00	12.00	36	10
Cartersville Police Dept.	Speed - Exceeded Limit	0	0.00	4	0	1.33	11	3.67	3.67	11	1
Cartersville Police Dept.	Hazardous Moving Violations	0	0.00	3	0	1.00	130	43.33	43.33	130	31
Cathaysville Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	41	13.67	13.67	41	7
Cathaysville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	7	2.33	2.33	7	1
Cathaysville Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.00	27	9.00	9.00	27	6

Cass County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	3	4	1.33	4	94	31.33	22
Cass County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	3	1.00	2	67	22.33	14
Cass County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	3	29	9.67	0	446	148.67	130
Charlbeck Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	6	2.00	2
Charlbeck Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Charlbeck Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	10	3.33	5
Cherterfield Police Dept.	Alcohol/Drug Involved	2	0.67	1	10	3.33	113	37.67	37	37
Cherterfield Police Dept.	Speed - Exceeded Limit	0	0.00	0	4	1.33	48	16.00	16	16
Cherterfield Police Dept.	Hazardous Moving Violations	1	0.33	1	13	4.33	4	1493	497.67	531
Chillicothe Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	18	6.00	7
Chillicothe Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	8	2.67	3
Chillicothe Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	138	46.00	35
Christian County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	1	10	3.33	10	95	31.67	39
Christian County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	2	5	1.67	22	7.33	12	12
Christian County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	4	94	31.33	19	626	208.67	186
Clark County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	12	4.00	5	5
Clark County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	3	1.00	0
Clark County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	3	0	0.00	0	71	23.67	27
Clay County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	0	1	0.33	74	24.67	9	9
Clay County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	9	3.00	2	3.00	24.33	2
Clay County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	0	13	4.33	313	104.33	37	37
Cleveland Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Cleveland Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	1	0.33	0
Clinton Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	11	11.67	10	10
Clinton Police Dept.	Speed - Exceeded Limit	0	0.00	0	5	1.67	0	202	67.33	63
Cole County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	1	3	1.00	3	93	31.00	26
Cole County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0	22	7.33	4	23	7.67	11
Cole County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	0	22	7.33	369	123.00	77	77
Columbia Police Dept.	Alcohol/Drug Involved	4	1.33	5	23	7.67	3	398	132.67	97
Columbia Police Dept.	Speed - Exceeded Limit	3	1.00	4	7	2.33	129	43.00	42	42
Columbia Police Dept.	Hazardous Moving Violations	3	1.00	4	39	13.00	12	1399	466.33	320
Crawford Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Crawford Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Crawford Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Creve Coeur Police Dept.	Alcohol/Drug Involved	2	0.67	0	2	0.67	0	75	25.00	33
Creve Coeur Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	15	5.00	3
Creve Coeur Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	1	1152	384.00	386
Crystal City Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	11	3.67	4	4
Crystal City Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	6	2.00	1
Crystal City Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	0	70	23.33	11
Cuba Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	14	4.67	4
Cuba Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	7	2.33	0
Cuba Police Dept.	Hazardous Moving Violations	5	1.67	0	2	0.67	43	14.33	11	11
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.67	36	12.00	14	14
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	6	2.00	0	12	4.00	16	5.33	5	5
Dallas County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	223	74.33	86	86
Des Peres Dept. of Public Safety	Alcohol/Drug Involved	0	0.00	0	0	0.00	33	11.00	6	6
Des Peres Dept. of Public Safety	Speed - Exceeded Limit	0	0.00	0	2	0.67	19	6.33	2	2
Des Peres Dept. of Public Safety	Hazardous Moving Violations	1	0.33	0	2	0.67	370	123.33	137	137
Dexter Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	27	9.00	15	15
Dexter Police Dept.	Speed - Exceeded Limit	2	0.67	1	0	0.00	6	2.00	5	5
Dexter Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	142	47.33	57	57
Douglas Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Douglas Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Douglas Police Dept.	Hazardous Moving Violations	1	0.33	0	1	0.67	16	5.33	3	3
Ellisville Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	11	3.67	2	2
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	275	91.67	88	88
Ellisville Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	23	7.67	8	8
Eureka Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	3	2.67	3	3
Eureka Police Dept.	Speed - Exceeded Limit	0	0.00	0	7	2.33	203	67.67	64	64
Eureka Police Dept.	Hazardous Moving Violations	2	0.67	1	4	1.33	47	15.67	10	10
Farmington Police Dept.	Alcohol/Drug Involved	1	0.33	0	4	0.67	19	6.33	5	5
Farmington Police Dept.	Speed - Exceeded Limit	2	0.67	0	4	1.33	364	121.33	53	53
Farmington Police Dept.	Hazardous Moving Violations	3	1.00	1	3	2.00	45	15.00	12	12
Ferguson Police Dept.	Alcohol/Drug Involved	2	0.67	0	6	2.00	50	16.67	14	14
Ferguson Police Dept.	Speed - Exceeded Limit	3	1.00	1	11	3.67	241	80.33	127	127
Ferguson Police Dept.	Hazardous Moving Violations	0	0.00	1	5	1.67	38	12.67	8	8
Festus Police Dept.	Alcohol/Drug Involved	0	0.00	1	2	0.67	17	5.67	5	5
Festus Police Dept.	Speed - Exceeded Limit	0	0.00	1	5	1.67	288	96.00	52	52
Festus Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	8	2.67	2	2
Foristell Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	4	1.33	0
Foristell Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	83	27.67	28	28
Foristell Police Dept.	Hazardous Moving Violations	20	6.67	7	16	5.33	288	96.00	85	85
Franklin County Sheriff's	Alcohol/Drug Involved	0	0.00	2	7	2.33	48	16.00	7	7
Franklin County Sheriff's	Speed - Exceeded Limit	0	0.00	0	7	2.33	1	16.00	7	7

Franklin County Sheriff's	21	7.00	4	135	45.00	31	1210	403.33	317
Gladstone Dept. of Public Safety	1	0.33	0	2	0.67	1	81	27.00	21
Gladstone Dept. of Public Safety	1	0.33	0	2	0.67	1	35	11.67	7
Gladstone Dept. of Public Safety	1	0.33	0	8	2.67	5	712	237.33	234
Glendale Police Dept.	0	0.00	0	0	0.00	0	8	2.67	1
Glendale Police Dept.	0	0.00	0	1	0.33	0	4	1.33	0
Glendale Police Dept.	0	0.00	0	1	0.33	0	38	12.67	10
Grain Valley Police Dept.	1	0.33	0	7	2.33	1	53	17.67	6
Grain Valley Police Dept.	1	0.00	1	12	0.33	0	12	4.00	2
Grain Valley Police Dept.	1	0.33	1	4	1.33	145	48.33	29	29
Grandview Police Dept.	0	0.00	0	4	1.33	2	87	29.00	28
Grandview Police Dept.	2	0.67	0	4	1.33	70	23.33	13	13
Grandview Police Dept.	2	0.67	0	10	3.33	397	132.33	118	118
Greene County Sheriff's	15	5.00	1	3	1.00	242	80.67	52	52
Greene County Sheriff's	0	0.00	1	3	3.00	68	22.67	9	9
Greene County Sheriff's	19	6.33	3	76	25.33	1083	361.00	332	332
Harrisonville Police Dept.	0	0.00	1	4	1.33	24	8.00	6	6
Harrisonville Police Dept.	0	0.00	0	1	0.33	18	6.00	3	3
Harrisonville Police Dept.	0	0.00	0	3	1.00	188	66.00	48	48
Harrisonville Police Dept.	0	0.00	0	2	0.67	2	6.00	2	2
Hayti Police Dept.	0	0.00	0	1	0.33	4	1.33	0	0
Hayti Police Dept.	0	0.00	0	1	0.33	38	12.67	6	6
Hayti Police Dept.	2	0.67	1	7	2.33	59	19.67	9	9
Hazelwood Police Dept.	2	0.67	0	1	0.33	47	15.67	10	10
Hazelwood Police Dept.	5	1.67	0	16	5.33	1116	372.00	214	214
Herculaneum Police Dept.	0	0.00	0	0	0.00	5	1.67	0	0
Herculaneum Police Dept.	0	0.00	0	0	0.00	5	1.67	2	2
Herculaneum Police Dept.	0	0.00	0	1	0.33	86	28.67	14	14
Hollister Police Dept.	0	0.00	0	0	0.00	8	2.67	0	0
Hollister Police Dept.	0	0.00	0	0	0.00	7	2.33	1	1
Hollister Police Dept.	0	0.00	0	0	0.00	132	44.00	10	10
Highway Safety Division	0	0.00	0	0	0.00	0	0.00	0	0
Highway Safety Division	0	0.00	0	0	0.00	0	0.00	0	0
Highway Safety Division	0	0.00	0	0	0.00	0	0.00	0	0
Howell County Sheriff's Dept.	5	1.67	3	6	2.00	0	0.00	0	0
Howell County Sheriff's Dept.	0	0.00	0	8	2.67	23	7.67	5	5
Howell County Sheriff's Dept.	7	2.33	1	41	13.67	8	45.33	39	39
Independence Police Dept.	9	3.00	1	61	20.33	405	135.00	96	96
Independence Police Dept.	11	3.67	1	47	15.67	328	109.33	138	138
Independence Police Dept.	12	4.00	1	182	60.67	65	3397	1132.33	898
Jackson County Sheriff's	1	0.33	1	1	0.33	71	23.67	13	13
Jackson County Sheriff's	2	0.00	2	3	1.00	0	52	17.33	7
Jackson County Sheriff's	5	1.67	3	14	4.67	275	91.67	48	48
Jackson Police Dept.	0	0.00	0	5	1.67	33	11.00	8	8
Jackson Police Dept.	0	0.00	1	10	3.33	9	3.00	6	6
Jackson Police Dept.	0	0.00	0	0	0.00	425	141.67	142	142
Jasco-Metropolitan Police	0	0.00	0	0	0.00	0	0.00	0	0
Jasco-Metropolitan Police	0	0.00	0	0	0.00	0	0.00	0	0
Jasper County Sheriff's	2	0.67	1	4	1.33	0	0.00	0	0
Jasper County Sheriff's	4	1.33	1	3	1.00	0	8.33	17	17
Jefferson City Police Dept.	3	1.00	3	20	6.67	6	495	165.00	180
Jefferson City Police Dept.	1	0.33	1	16	5.33	133	44.33	51	51
Jefferson City Police Dept.	2	0.67	0	43	14.33	11	41	13.67	10
Jefferson County Sheriff's	23	7.67	5	15	5.00	15178	526.00	401	401
Jefferson County Sheriff's	0	0.00	0	21	7.00	177	59.00	54	54
Jefferson County Sheriff's	29	9.67	7	158	52.67	2087	695.67	590	590
Joplin Police Dept.	7	2.33	2	11	3.67	189	63.00	39	39
Joplin Police Dept.	4	1.33	1	3	1.00	66	22.00	16	16
Joplin Police Dept.	5	1.67	2	18	6.00	1674	558.00	199	199
Kansas City MO Board of Police	39	13.00	15	122	40.67	17	1484	494.67	251
Kansas City MO Board of Police	43	14.33	12	101	33.67	1699	568.33	203	203
Kennett Police Dept.	76	25.33	25	283	94.33	32	12166	4055.33	1783
Kennett Police Dept.	0	0.00	0	2	0.67	42	14.00	4	4
Kennett Police Dept.	0	0.00	1	0	0.00	16	5.33	1	1
Kennett Police Dept.	0	0.00	1	6	2.00	121	40.33	17	17
Kirkwood Police Dept.	0	0.00	0	3	1.00	76	25.33	18	18
Kirkwood Police Dept.	0	0.00	0	2	0.67	13	4.33	6	6
Kirkwood Police Dept.	0	0.00	0	4	1.33	650	216.67	183	183
Lake St. Louis Police Dept.	0	0.00	0	0	0.00	0	0.00	0	0
Lake St. Louis Police Dept.	0	0.00	0	0	0.00	0	0.00	0	0
Lamar Police Dept.	0	0.00	0	0	0.00	0	12	4.00	3
Lamar Police Dept.	0	0.00	0	0	0.00	3	1.00	0	0
Lamar Police Dept.	0	0.00	0	0	0.00	38	12.67	9	9
Lawrence County Sheriff's	5	1.67	1	7	2.33	108	36.00	32	32

Lawrence County Sheriff's	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	10	3.33	5
Lawrence County Sheriff's	Hazardous Moving Violations	6	2.00	2	47	15.67	11	315	105.00	104	104
Leadington Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0	0.33	1
Leadington Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0	0	0
Leadington Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	28	9.33	12
Lebanon Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	1	35	11.67	11	3
Lebanon Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	11	11	3.67	3	3
Lebanon Police Dept.	Hazardous Moving Violations	0	0.00	0	14	4.67	2	446	148.67	77	77
Lee's Summit Police Dept.	Alcohol/Drug Involved	5	1.67	2	20	6.67	5	307	102.33	64	64
Lee's Summit Police Dept.	Speed - Exceeded Limit	5	1.67	0	15	5.00	142	2382	47.33	14	14
Lee's Summit Police Dept.	Hazardous Moving Violations	9	3.00	1	53	17.67	14	794.00	30.33	30	30
Liberty Police Dept.	Alcohol/Drug Involved	1	0.33	0	9	3.00	81	18	13.33	18	18
Liberty Police Dept.	Speed - Exceeded Limit	1	0.33	0	3	1.00	40	1003	33.33	37	37
Liberty Police Dept.	Hazardous Moving Violations	1	0.33	0	44	14.67	8	334.33	12.00	14	14
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	1	2	0.67	2	36	4.00	6	6
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	2	0.67	12	146	15.67	26	26
Livingston County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	1	15	5.00	7	48.67	7.00	5	5
Manchester Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	47	21	0	0	0
Manchester Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0	0	0
Manchester Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	424	141.33	105	105	105
Maryland Heights Police Dept.	Alcohol/Drug Involved	1	0.33	1	2	0.67	128	42.67	25	25	25
Maryland Heights Police Dept.	Speed - Exceeded Limit	1	0.33	0	1	0.33	44	14.67	4	4	4
Maryland Heights Police Dept.	Hazardous Moving Violations	1	0.33	0	14	4.67	1	1211	403.67	163	163
Missouri State Highway Patrol	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0	0
Missouri State Highway Patrol	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0
Missouri State Highway Patrol	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0	0
Moeberry Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	28	9.33	3	3	3
Moeberry Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	13	368	122.67	60	60
Moeberry Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	0	1	0.33	0	0
Moline Acres Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.67	0	0
Moline Acres Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	2	4.00	0	0	0
Moline Acres Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	46	15.33	9	9	9
Monett Police Dept.	Alcohol/Drug Involved	1	0.33	0	3	1.00	1	173	57.67	29	29
Monett Police Dept.	Speed - Exceeded Limit	1	0.33	0	5	1.67	1	0	0.00	0	0
Monett Police Dept.	Hazardous Moving Violations	1	0.00	0	0	0.00	0	0	0.00	0	0
Morgan Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0	0
Morgan Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0
Morgan Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0	0
Mountain View Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	2	2	0.67	2	2
Mountain View Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	3	1.00	1	1	1
Mountain View Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	16	5.33	4	4	4
Neesho Police Dept.	Alcohol/Drug Involved	1	0.33	0	4	1.33	39	11	3.67	2	2
Neesho Police Dept.	Speed - Exceeded Limit	0	0.00	0	4	1.33	187	62.33	37	37	37
Neesho Police Dept.	Hazardous Moving Violations	2	0.67	0	0	0.33	20	6.67	11	11	11
Nevada Police Dept.	Alcohol/Drug Involved	1	0.33	0	3	1.00	23	7.67	0	0	0
Nevada Police Dept.	Speed - Exceeded Limit	2	0.67	1	3	1.00	162	54.00	46	46	46
Nevada Police Dept.	Hazardous Moving Violations	6	2.00	0	8	2.67	163	54.33	59	59	59
Newton County Sheriff's	Alcohol/Drug Involved	0	0.00	0	3	1.00	19	6.33	10	10	10
Newton County Sheriff's	Speed - Exceeded Limit	11	3.67	1	45	15.00	516	172.00	144	144	144
Newton County Sheriff's	Hazardous Moving Violations	0	0.00	0	4	1.33	36	12.00	6	6	6
Nixa Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	11	3.67	1	1	1
Nixa Police Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	323	107.67	68	68	68
Nixa Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.33	46	15.33	13	13	13
North Kansas City Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.67	26	8.67	4	4	4
North Kansas City Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	20	6.67	2	2	2
North Kansas City Police Dept.	Hazardous Moving Violations	0	0.00	0	9	3.00	472	157.33	81	81	81
O'Fallon Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0	0
O'Fallon Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0
O'Fallon Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0	0
Olivette Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	20	6.67	2	2	2
Olivette Police Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	8	2.67	0	0	0
Olivette Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	157	52.33	24	24	24
Oronogo Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	1	0.33	1	1	1
Oronogo Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0.33	0	0	0
Oronogo Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	3	1.00	1	1	1
Osgage Beach	Alcohol/Drug Involved	0	0.00	0	1	0.33	16	5.33	1	1	1
Osgage Beach	Speed - Exceeded Limit	0	0.00	0	0	0.00	5	1.67	1	1	1
Osgage Beach	Hazardous Moving Violations	0	0.00	0	4	1.33	255	85.00	22	22	22
Overland Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	80	26.67	17	17	17
Overland Police Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	58	19.33	12	12	12
Overland Police Dept.	Hazardous Moving Violations	0	0.00	0	8	2.67	471	157.00	123	123	123
Ozark Police Dept.	Alcohol/Drug Involved	1	0.33	1	2	0.67	44	14.67	11	11	11
Ozark Police Dept.	Speed - Exceeded Limit	4	1.33	1	1	0.33	21	7.00	3	3	3
Ozark Police Dept.	Hazardous Moving Violations	5	1.67	1	18	6.00	456	152.00	93	93	93
Pacific Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.00	11	3.67	3	3	3
Pacific Police Dept.	Speed - Exceeded Limit	1	0.00	0	0	0.33	6	2.00	1	1	1
Pacific Police Dept.	Hazardous Moving Violations	1	0.33	0	3	1.00	118	39.33	19	19	19

Regular Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	0	19	6.33	8
Peculiar Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	13	4.33	2
Peculiar Police Dept.	Hazardous Moving Violations	1	0.33	0	3	1.00	0	81	27.00	17
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	1	4	1.33	4	52	17.33	27
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	4	1.33	0	12	4.00	0
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	1	19	6.33	4	187	62.33	53
Pettis County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	3	1	0.33	1	92	30.67	29
Pettis County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	4	1.33	35	372	124.00	84
Pettis County Sheriff's Dept.	Hazardous Moving Violations	10	3.33	2	23	7.67	6	372	124.00	84
Pevy Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	15	5.00	5.00	3
Pevy Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	7	2.33	2.33	2
Pevy Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	1	123	41.00	14
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	7	2.33	1	4	1.33	4	113	37.67	25
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	7	2.33	31	10.33	10.33	12
Phelps County Sheriff's Dept.	Hazardous Moving Violations	15	5.00	2	44	14.67	660	220.00	220.00	179
Pike County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	0	2	0.67	27	9.00	9.00	12
Pike County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	2	0.67	5	1.67	1.67	1
Pike County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	1	20	6.67	145	48.33	48.33	35
Platte County Sheriff's	Alcohol/Drug Involved	2	0.67	1	1	0.33	59	19.67	19.67	19
Platte County Sheriff's	Speed - Exceeded Limit	0	0.00	0	2	0.67	41	13.67	13.67	9
Platte County Sheriff's	Hazardous Moving Violations	3	1.00	0	12	4.00	385	128.33	128.33	83
Pleasant Hill Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	26	8.67	8.67	4
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	10	3.33	3.33	3
Pleasant Hill Police Dept.	Hazardous Moving Violations	0	0.00	0	7	2.33	76	25.33	25.33	25
Potosi Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	18	6.00	6.00	4
Potosi Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	3	1.00	1.00	1
Potosi Police Dept.	Hazardous Moving Violations	1	0.33	1	2	0.67	55	18.33	18.33	4
Raymore Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	24	8.00	8.00	3
Raymore Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.33	21	7.00	7.00	2
Raymore Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	120	40.00	40.00	24
Raytown Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.33	55	18.33	18.33	40
Raytown Police Dept.	Speed - Exceeded Limit	0	0.00	2	2	0.67	46	15.33	15.33	23
Raytown Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	346	115.33	115.33	121
Republic Police Dept.	Alcohol/Drug Involved	1	0.33	0	2	0.67	37	12.33	12.33	4
Republic Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	11	3.67	3.67	4
Republic Police Dept.	Hazardous Moving Violations	1	0.33	2	3	1.00	211	70.33	70.33	39
Richmond Heights Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	29	9.67	9.67	8
Richmond Heights Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	35	11.67	11.67	5
Richmond Heights Police Dept.	Hazardous Moving Violations	0	0.00	0	7	2.33	809	269.67	269.67	301
Riverside Police Dept.	Alcohol/Drug Involved	1	0.33	1	0	0.00	30	10.00	10.00	4
Riverside Police Dept.	Speed - Exceeded Limit	1	0.33	1	2	0.67	19	6.33	6.33	3
Riverside Police Dept.	Hazardous Moving Violations	1	0.33	1	2	0.67	156	52.00	52.00	30
Rolla Police Dept.	Alcohol/Drug Involved	0	0.00	2	6	2.00	91	30.33	30.33	29
Rolla Police Dept.	Speed - Exceeded Limit	0	0.00	2	3	1.00	41	13.67	13.67	13
Rolla Police Dept.	Hazardous Moving Violations	0	0.00	2	14	4.67	838	279.33	279.33	197
Scott County Sheriff's	Alcohol/Drug Involved	5	1.67	0	8	2.67	90	30.00	30.00	30
Scott County Sheriff's	Speed - Exceeded Limit	0	0.00	0	0	0.00	5	1.67	1.67	3
Scott County Sheriff's	Hazardous Moving Violations	5	1.67	1	26	8.67	278	92.67	92.67	95
Sedalia Police Dept.	Alcohol/Drug Involved	2	0.67	0	6	2.00	96	32.00	32.00	5
Sedalia Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	42	14.00	14.00	2
Sedalia Police Dept.	Hazardous Moving Violations	2	0.67	0	5	1.67	742	247.33	247.33	89
Smithville Police Dept.	Alcohol/Drug Involved	0	0.00	1	1	0.33	23	7.67	7.67	6
Smithville Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	10	3.33	3.33	7
Smithville Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	91	30.33	30.33	44
Springfield Police Dept.	Alcohol/Drug Involved	12	4.00	3	36	12.00	949	316.33	316.33	280
Springfield Police Dept.	Speed - Exceeded Limit	11	3.67	3	13	4.33	308	102.67	102.67	113
Springfield Police Dept.	Hazardous Moving Violations	15	5.00	3	51	17.00	4150	1383.33	1383.33	1471
St. Charles City Police	Alcohol/Drug Involved	5	1.67	0	14	4.67	347	115.67	115.67	57
St. Charles City Police	Speed - Exceeded Limit	3	1.00	0	9	3.00	87	29.00	29.00	16
St. Charles City Police	Hazardous Moving Violations	4	1.33	1	27	9.00	1419	473.00	473.00	310
St. Charles County Sheriff's	Alcohol/Drug Involved	9	3.00	4	5	1.67	280	93.33	93.33	70
St. Charles County Sheriff's	Speed - Exceeded Limit	0	0.00	0	19	6.33	157	52.33	52.33	18
St. Charles County Sheriff's	Hazardous Moving Violations	22	7.33	3	57	19.00	1593	531.00	531.00	339
St. Clair Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	29	9.67	9.67	6
St. Clair Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.33	11	3.67	3.67	1
St. Clair Police Dept.	Hazardous Moving Violations	2	0.67	0	5	1.67	157	52.33	52.33	18
St. John Police Dept.	Alcohol/Drug Involved	2	0.67	0	1	0.33	34	11.33	11.33	5
St. John Police Dept.	Speed - Exceeded Limit	1	0.33	0	1	0.33	10	3.33	3.33	7
St. John Police Dept.	Hazardous Moving Violations	3	1.00	0	3	1.00	106	35.33	35.33	42
St. Joseph Police Dept.	Alcohol/Drug Involved	5	1.67	2	32	10.67	352	117.33	117.33	62
St. Joseph Police Dept.	Speed - Exceeded Limit	2	0.67	3	20	6.67	163	54.33	54.33	17
St. Joseph Police Dept.	Hazardous Moving Violations	5	1.67	5	101	33.67	1914	638.00	638.00	379
St. Louis County Police	Alcohol/Drug Involved	11	3.67	3	13	4.33	717	239.00	239.00	145
St. Louis County Police	Speed - Exceeded Limit	0	0.00	3	31	10.33	423	141.00	141.00	80
St. Louis County Police	Hazardous Moving Violations	17	5.67	4	144	48.00	6381	2127.00	2127.00	1255
St. Louis Metro Police	Alcohol/Drug Involved	54	18.00	16	78	26.00	1686	562.00	562.00	265

Training Report by Program

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Program: GENERAL							
Course: Advanced Crash Investigation							
Location: Jefferson City - Cole County							
13-AI-04-001	2013	July 08, 2013	MSHP - Law Enforcement Academy	48	29	29	0
<div>Agency Types</div> <div>MSHP</div> <div>Police</div> <div>Sheriff</div>							
<div>Counties</div> <div>Crawford, Franklin, Laclede, Lafayette, Lincoln, Phelps, Pulaski</div> <div>Adair, Boone, Buchanan, Greene, Jackson, Laclede, Miller, Phelps, St. Charles, St. Louis, Vernon, St. Louis City</div> <div>Iron</div>				<div>Cities</div> <div>Cuba, Saint Clair, Lebanon, Higginsville, Troy, Rolla, Saint Robert</div> <div>Kirksville, Columbia, Saint Joseph, Republic, Independence, Blue Springs, Lebanon, Eldon, Rolla, Saint Charles, Bellefontaine</div> <div>Neighbors, Florissant, Nevada, Saint Louis, Kansas City - Jackson County</div> <div>Ironton</div>			
Course: ARIDE				48	29	29	0
Location: Arnold							
13-K8-03-069	2013	March 20, 2013	MOPS	16	21	21	0
<div>Agency Types</div> <div>Police</div> <div>Sheriff</div> <div>Prosecuting Attorney</div>							
<div>Counties</div> <div>Butler, Dent, Jefferson, Shannon, St. Louis</div> <div>Jefferson</div> <div>Jefferson</div>				<div>Cities</div> <div>Poplar Bluff, Salem, Byrnes Mill, Winona, Ballwin, Berkeley</div>			
Location: Columbia				16	21	21	0
13-K8-03-069	2013	August 12, 2013	MOPS	16	27	27	0
<div>Agency Types</div> <div>MSHP</div> <div>Police</div> <div>Sheriff</div> <div>Prosecuting Attorney</div>							
<div>Counties</div> <div>Cole</div> <div>Audrain, Bates, Boone, Camden, Clinton, Lewis, Macon</div> <div>Boone, Jefferson, Johnson, Phelps</div> <div>Boone, Greene, St. Louis City</div>				<div>Cities</div> <div>Mexico, Butler, Columbia, Lake Ozark - Camden County, Plattsburg, La Grange, Macon</div> <div>Springfield - Greene County</div>			
Group Totals:				16	27	27	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Jefferson City - Cole County							
13-K8-03-068	2013	September 18, 2013	MSHP Law Enforcement Academy	16	23	23	0
Agency Types							
MSHP	Counties		Cities				
	Butler, Callaway, Carter, Cooper, Douglas, Lincoln, Phelps, Scott		Poplar Bluff, Fulton, Van Buren, Boonville, Ava, Troy, Rolla, Sikeston - Scott County				
Police	Boone, Miller, St. Charles, St. Louis		Columbia, Eldon, Wentzville, Ellisville, Saint Johns, Lake Ozark - Miller County				
Sheriff	Boone, Camden, Cole		Columbia, Camdenton, Jefferson City - Cole County				
13-K8-03-068	2013	May 22, 2013	MSHP - Law Enforcement Academy	16	22	22	0
Agency Types							
MSHP	Counties		Cities				
	Camden, Carroll, Carter, Jefferson, Lafayette, Lincoln, Pemiscot, Phelps, Scott, St. Charles, St. Louis, Ste. Genevieve		Osage Beach - Camden County, Carrollton, Van Buren, Festus, Higginsville, Moscow Mills, Troy, Rolla, Saint Peters, Maryland Heights, Sainte Genevieve, Sikeston - Scott County				
Police	Camden, Stone		Osage Beach - Camden County, Linn Creek, Branson West, Reeds				
Sheriff	Stone		Spring Galena				
13-K8-03-068	2013	December 04, 2012	MSHP Law Enforcement Academy	16	20	20	0
Agency Types							
MSHP	Counties		Cities				
	Camden, Cooper, Franklin, Pike, Warren		Camdenton, Boonville, Washington, Eolia, Warrenton, Sullivan - Franklin County				
Police	Cape Girardeau, Cole, Cooper, Howard, Polk, Scott, St. Francois, St. Louis		Jackson, Boonville, Fayette, Bolivar, Farmington, Chesterfield, Jefferson City - Cole County, Sikeston - Scott County				
Sheriff	Iron		Ironton				
Group Totals:				48	65	65	0
Location: Joplin - Jasper County							
13-K8-03-067	2013	April 23, 2013	Missouri Southern State University	16	8	8	0
Agency Types							
Police	Counties		Cities				
	Jasper, Newton		Joplin - Jasper County, Carl Junction, Cartersville, Webb City, Granby, Seneca				
Sheriff	Greene		Springfield - Greene County				
Group Totals:				16	8	8	0
Location: Kansas City - Platte County							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>																																								
13-K8-03-069	2013	May 13, 2013	MOPS	16	34	34	0																																								
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>MSHP</td><td>Buchanan, Jackson</td><td></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Buchanan, Cass, Clay, Jackson, Platte, Wright</td><td>Saint Joseph, Lake Winnebago, Gladstone, Grandview, Edgerton, Hartville, Lees Summit - Jackson County</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Cass, Clay, Clinton, Platte, Wright</td><td></td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>16</td><td>34</td><td>34</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						MSHP	Buchanan, Jackson							Police	Buchanan, Cass, Clay, Jackson, Platte, Wright	Saint Joseph, Lake Winnebago, Gladstone, Grandview, Edgerton, Hartville, Lees Summit - Jackson County						Sheriff	Cass, Clay, Clinton, Platte, Wright							Group Totals:			16	34	34	0	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																													
MSHP	Buchanan, Jackson																																														
Police	Buchanan, Cass, Clay, Jackson, Platte, Wright	Saint Joseph, Lake Winnebago, Gladstone, Grandview, Edgerton, Hartville, Lees Summit - Jackson County																																													
Sheriff	Cass, Clay, Clinton, Platte, Wright																																														
Group Totals:			16	34	34	0	0																																								
Location: Lees Summit - Jackson County 13-K8-03-069 2013 March 21, 2013 MOPS																																															
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>MSHP</td><td>Jackson</td><td></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Cass, Jackson</td><td>Pleasant Hill, Raymore, Grandview, Kansas City - Jackson County</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Cass</td><td></td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>16</td><td>11</td><td>11</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						MSHP	Jackson							Police	Cass, Jackson	Pleasant Hill, Raymore, Grandview, Kansas City - Jackson County						Sheriff	Cass							Group Totals:			16	11	11	0	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																													
MSHP	Jackson																																														
Police	Cass, Jackson	Pleasant Hill, Raymore, Grandview, Kansas City - Jackson County																																													
Sheriff	Cass																																														
Group Totals:			16	11	11	0	0																																								
Location: Springfield - Greene County 13-K8-03-067 2013 March 12, 2013 Missouri Southern State University																																															
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>Sheriff</td><td>Christian, Greene, Howell, Taney, Webster</td><td>Nixa, Mountain View, Branson, Fordland, Springfield - Greene County</td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>16</td><td>16</td><td>16</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Sheriff	Christian, Greene, Howell, Taney, Webster	Nixa, Mountain View, Branson, Fordland, Springfield - Greene County						Group Totals:			16	16	16	0	0																
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																													
Sheriff	Christian, Greene, Howell, Taney, Webster	Nixa, Mountain View, Branson, Fordland, Springfield - Greene County																																													
Group Totals:			16	16	16	0	0																																								
Course: BAC Type II Supervisor Location: Jefferson City - Cole County 13-K8-03-068 2013 January 24, 2013 MSHP Law Enforcement Academy																																															
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>MSHP</td><td>Audrain, Camden, Carter, Clay, Clinton, Cole, Laclede, Lafayette, McDonald, New Madrid, Phelps</td><td>Mexico, Camdenton, Cameron - Clinton County, Lebanon, Higginsville, Pineville, New Madrid, Rolla, Jefferson City - Cole County</td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Carroll, Greene, Scott</td><td>Carrollton, Republic, Chaffee</td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>51</td><td>16</td><td>16</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						MSHP	Audrain, Camden, Carter, Clay, Clinton, Cole, Laclede, Lafayette, McDonald, New Madrid, Phelps	Mexico, Camdenton, Cameron - Clinton County, Lebanon, Higginsville, Pineville, New Madrid, Rolla, Jefferson City - Cole County						Police	Carroll, Greene, Scott	Carrollton, Republic, Chaffee						Group Totals:			51	16	16	0	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																													
MSHP	Audrain, Camden, Carter, Clay, Clinton, Cole, Laclede, Lafayette, McDonald, New Madrid, Phelps	Mexico, Camdenton, Cameron - Clinton County, Lebanon, Higginsville, Pineville, New Madrid, Rolla, Jefferson City - Cole County																																													
Police	Carroll, Greene, Scott	Carrollton, Republic, Chaffee																																													
Group Totals:			51	16	16	0	0																																								
Location: Warrensburg																																															

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>																								
13-K8-03-001	2013	December 10, 2012	MSC	40	12	12	0																								
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Barry, Buchanan, Franklin, Jackson, Jasper, Lawrence, Lincoln, St. Louis, Stone, Taney</td><td>Monett, Saint Joseph, Saint Clair, Grandview, Joplin - Jasper County, Cartersville, Troy, Normandy, Pagedale, Kimberling City, Branson</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Henry</td><td>Clinton - Henry County</td><td colspan="5"></td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Barry, Buchanan, Franklin, Jackson, Jasper, Lawrence, Lincoln, St. Louis, Stone, Taney	Monett, Saint Joseph, Saint Clair, Grandview, Joplin - Jasper County, Cartersville, Troy, Normandy, Pagedale, Kimberling City, Branson						Sheriff	Henry	Clinton - Henry County					
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																													
Police	Barry, Buchanan, Franklin, Jackson, Jasper, Lawrence, Lincoln, St. Louis, Stone, Taney	Monett, Saint Joseph, Saint Clair, Grandview, Joplin - Jasper County, Cartersville, Troy, Normandy, Pagedale, Kimberling City, Branson																													
Sheriff	Henry	Clinton - Henry County																													
13-K8-03-001	2013	May 20, 2013	MSC	40	11	11	0																								
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Cape Girardeau, Christian, Jackson, Newton, Pettis, Pulaski, St. Louis</td><td>Cape Girardeau, Nixa, Seneca, Sedalia, Crocker, Overland, Chesterfield, Rock Hill, Lees Summit - Jackson County</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Cole, Greene</td><td>Jefferson City - Cole County, Springfield - Greene County</td><td colspan="5"></td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Cape Girardeau, Christian, Jackson, Newton, Pettis, Pulaski, St. Louis	Cape Girardeau, Nixa, Seneca, Sedalia, Crocker, Overland, Chesterfield, Rock Hill, Lees Summit - Jackson County						Sheriff	Cole, Greene	Jefferson City - Cole County, Springfield - Greene County					
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																													
Police	Cape Girardeau, Christian, Jackson, Newton, Pettis, Pulaski, St. Louis	Cape Girardeau, Nixa, Seneca, Sedalia, Crocker, Overland, Chesterfield, Rock Hill, Lees Summit - Jackson County																													
Sheriff	Cole, Greene	Jefferson City - Cole County, Springfield - Greene County																													
13-K8-03-001	2013	February 18, 2013	MSC	40	10	10	0																								
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Bates, Clay, Franklin, Johnson, Pettis, St. Louis</td><td>Butler, Oakview, Randolph, Excelsior Springs - Clay County, Washington, Knob Noster, Sedalia, Webster Groves</td><td colspan="5"></td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Bates, Clay, Franklin, Johnson, Pettis, St. Louis	Butler, Oakview, Randolph, Excelsior Springs - Clay County, Washington, Knob Noster, Sedalia, Webster Groves													
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																													
Police	Bates, Clay, Franklin, Johnson, Pettis, St. Louis	Butler, Oakview, Randolph, Excelsior Springs - Clay County, Washington, Knob Noster, Sedalia, Webster Groves																													
13-K8-03-001	2013	September 09, 2013	MSC	40	10	10	0																								
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Clay, Jackson, Jefferson, Perry, St. Louis</td><td>Randolph, Independence, Sugar Creek, Pevely, Bymes Mill, Perryville, Moline Acres, Beverly Hills</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Jackson</td><td>Lees Summit - Jackson County</td><td colspan="5"></td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Clay, Jackson, Jefferson, Perry, St. Louis	Randolph, Independence, Sugar Creek, Pevely, Bymes Mill, Perryville, Moline Acres, Beverly Hills						Sheriff	Jackson	Lees Summit - Jackson County					
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																													
Police	Clay, Jackson, Jefferson, Perry, St. Louis	Randolph, Independence, Sugar Creek, Pevely, Bymes Mill, Perryville, Moline Acres, Beverly Hills																													
Sheriff	Jackson	Lees Summit - Jackson County																													
Group Totals:				160	43	43	0																								
<table> <tr> <td><u>Course:</u></td><td><u>Location:</u></td><td><u>2013</u></td><td><u>September 18, 2013</u></td><td><u>MSC</u></td><td colspan="3"></td></tr> <tr> <td>BAC Type II Supervisor Lab</td><td>Warrensburg</td><td>2013</td><td>September 18, 2013</td><td>MSC</td><td>8</td><td>5</td><td>0</td></tr> </table>								<u>Course:</u>	<u>Location:</u>	<u>2013</u>	<u>September 18, 2013</u>	<u>MSC</u>				BAC Type II Supervisor Lab	Warrensburg	2013	September 18, 2013	MSC	8	5	0								
<u>Course:</u>	<u>Location:</u>	<u>2013</u>	<u>September 18, 2013</u>	<u>MSC</u>																											
BAC Type II Supervisor Lab	Warrensburg	2013	September 18, 2013	MSC	8	5	0																								
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Clay, Jackson, St. Louis</td><td>Randolph, Sugar Creek, Beverly Hills</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Jackson</td><td>Lees Summit - Jackson County</td><td colspan="5"></td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Clay, Jackson, St. Louis	Randolph, Sugar Creek, Beverly Hills						Sheriff	Jackson	Lees Summit - Jackson County					
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																													
Police	Clay, Jackson, St. Louis	Randolph, Sugar Creek, Beverly Hills																													
Sheriff	Jackson	Lees Summit - Jackson County																													

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K8-03-001	2013	September 16, 2013	MSC	16	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Jefferson, Perry, St. Louis	<u>Cities</u> Pevely, Perryville, Moline Acres					
13-K8-03-001	2013	August 07, 2013	MSC	8	5	5	0
<hr/>							
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Greene, Jackson Jasper, Newton	<u>Cities</u> Republic, Grandview Carthage, Neosho					
13-164-AL-002	2013	July 29, 2013	MSC	14	8	8	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cass, Clay, Jackson	<u>Cities</u> Lake Winnebago, Liberty, Grain Valley, Independence					
13-164-AL-002	2013	August 01, 2013	MSC	14	9	9	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Jackson, Jasper	<u>Cities</u> Carthage, Kansas City - Jackson County					
13-164-AL-002	2013	August 29, 2013	MSC	14	8	8	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Greene, Jackson	<u>Cities</u> Blue Springs, Lees Summit - Jackson County, Springfield - Greene County					
13-K8-03-001	2013	April 15, 2013	MSC	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Bates, Franklin, Johnson, Pettis, St. Louis	<u>Cities</u> Butler, Washington, Knob Noster, Sedalia					
13-K8-03-001	2013	April 15, 2013	MSC	16	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Bates, Franklin, Johnson, Pettis, St. Louis	<u>Cities</u> Butler, Washington, Knob Noster, Sedalia					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K8-03-001	2013	April 17, 2013	MSC	8	6	6	0
<u>Agency Types</u> Police							
<u>Counties</u> Clay, Jackson, Johnson, St. Louis							
<u>Cities</u> Oakview, Randolph, Excelsior Springs - Clay County, Warrensburg, Manchester							
13-K8-03-001	2013	May 31, 2013	MSC	8	8	8	0
<u>Agency Types</u> Police Sheriff							
<u>Counties</u> Jackson, Pettis, St. Louis Cole, Greene							
<u>Cities</u> Lone Jack, Sedalia, Overland, Lees Summit - Jackson County Jefferson City - Cole County, Springfield - Greene County							
13-K8-03-001	2013	May 29, 2013	MSC	16	10	10	0
<u>Agency Types</u> Police Sheriff							
<u>Counties</u> Cape Girardeau, Christian, Jackson, Newton, Pettis, Pulaski, St. Louis Greene							
<u>Cities</u> Cape Girardeau, Nixa, Seneca, Sedalia, Crocker, Overland, Rock Hill, Webster Groves, Lees Summit - Jackson County Springfield - Greene County							
13-K8-03-001	2013	June 03, 2013	MSC	16	3	3	0
<u>Agency Types</u> Police							
<u>Counties</u> Jackson, Johnson, St. Louis							
<u>Cities</u> Warrensburg, Chesterfield, Lees Summit - Jackson County							
13-K8-03-001	2013	June 25, 2013	MSC	8	5	5	0
<u>Agency Types</u> MSHP Sheriff							
<u>Counties</u> Cole, Greene Platte							
<u>Cities</u> Jefferson City - Cole County, Springfield - Greene County Platte City							
13-K8-03-001	2013	December 17, 2012	MSC	16	9	9	0
<u>Agency Types</u> Police Sheriff							
<u>Counties</u> Barry, Buchanan, Jackson, Jasper, Lincoln, Stone, Taney Henry, Wright							
<u>Cities</u> Monett, Saint Joseph, Grandview, Cartersville, Troy, Kimberling City, Branson Clinton - Henry County, Hartsville							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>																																
13-K8-03-001	2013	December 19, 2012	MSC	8	9	9	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Buchanan, Franklin, Jasper, Johnson, St. Louis</td><td>Saint Joseph, Saint Clair, Joplin - Jasper County, Holden, Normandy,</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Jasper</td><td>Pagedale Carthage</td><td colspan="5"></td></tr> <tr> <td>13-K8-03-001</td><td>2013</td><td>December 20, 2012</td><td>MSC</td><td>16</td><td>1</td><td>1</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Buchanan, Franklin, Jasper, Johnson, St. Louis	Saint Joseph, Saint Clair, Joplin - Jasper County, Holden, Normandy,						Sheriff	Jasper	Pagedale Carthage						13-K8-03-001	2013	December 20, 2012	MSC	16	1	1	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Buchanan, Franklin, Jasper, Johnson, St. Louis	Saint Joseph, Saint Clair, Joplin - Jasper County, Holden, Normandy,																																					
Sheriff	Jasper	Pagedale Carthage																																					
13-K8-03-001	2013	December 20, 2012	MSC	16	1	1	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Jasper</td><td>Joplin - Jasper County</td><td colspan="5"></td></tr> <tr> <td>13-K8-03-001</td><td>2013</td><td>October 01, 2012</td><td>MSC</td><td>8</td><td>7</td><td>7</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Jasper	Joplin - Jasper County						13-K8-03-001	2013	October 01, 2012	MSC	8	7	7	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Jasper	Joplin - Jasper County																																					
13-K8-03-001	2013	October 01, 2012	MSC	8	7	7	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Cass, St. Charles, St. Louis</td><td>Raymore, Wentzville, Pine Lawn</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Boone, Jackson</td><td>Columbia, Lees Summit - Jackson County</td><td colspan="5"></td></tr> <tr> <td colspan="4"></td><td>Group Totals:</td><td>202</td><td>108</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Cass, St. Charles, St. Louis	Raymore, Wentzville, Pine Lawn						Sheriff	Boone, Jackson	Columbia, Lees Summit - Jackson County										Group Totals:	202	108	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Cass, St. Charles, St. Louis	Raymore, Wentzville, Pine Lawn																																					
Sheriff	Boone, Jackson	Columbia, Lees Summit - Jackson County																																					
				Group Totals:	202	108	0																																
<table> <tr> <td>Course:</td><td>BAC Type III Operator</td><td colspan="6"></td></tr> <tr> <td>Location:</td><td>Jefferson City - Cole County</td><td colspan="6"></td></tr> <tr> <td>13-K8-03-068</td><td>2013</td><td>April 02, 2013</td><td>MSHP Law Enforcement Academy</td><td>0</td><td>39</td><td>39</td><td>0</td></tr> </table>								Course:	BAC Type III Operator							Location:	Jefferson City - Cole County							13-K8-03-068	2013	April 02, 2013	MSHP Law Enforcement Academy	0	39	39	0								
Course:	BAC Type III Operator																																						
Location:	Jefferson City - Cole County																																						
13-K8-03-068	2013	April 02, 2013	MSHP Law Enforcement Academy	0	39	39	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>MSHP</td><td>Cole</td><td>Jefferson City - Cole County</td><td colspan="5"></td></tr> <tr> <td colspan="4"></td><td>Group Totals:</td><td>0</td><td>39</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						MSHP	Cole	Jefferson City - Cole County										Group Totals:	0	39	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
MSHP	Cole	Jefferson City - Cole County																																					
				Group Totals:	0	39	0																																
<table> <tr> <td>Location:</td><td>Joplin - Jasper County</td><td colspan="6"></td></tr> <tr> <td>13-K8-03-067</td><td>2013</td><td>February 13, 2013</td><td>Missouri Southern State University</td><td>24</td><td>14</td><td>14</td><td>0</td></tr> </table>								Location:	Joplin - Jasper County							13-K8-03-067	2013	February 13, 2013	Missouri Southern State University	24	14	14	0																
Location:	Joplin - Jasper County																																						
13-K8-03-067	2013	February 13, 2013	Missouri Southern State University	24	14	14	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Barton, Christian, Dade, Greene, Jasper, Newton</td><td>Lamar, Ozark, Greenfield, Walnut Grove, Webb City, Granby, Neosho</td><td colspan="5"></td></tr> <tr> <td colspan="4"></td><td>Group Totals:</td><td>24</td><td>14</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Barton, Christian, Dade, Greene, Jasper, Newton	Lamar, Ozark, Greenfield, Walnut Grove, Webb City, Granby, Neosho										Group Totals:	24	14	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Barton, Christian, Dade, Greene, Jasper, Newton	Lamar, Ozark, Greenfield, Walnut Grove, Webb City, Granby, Neosho																																					
				Group Totals:	24	14	0																																
Location: Manchester																																							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-K8-03-001	2013	April 29, 2013	MSC	32	15	15	0
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Jefferson, St. Charles, St. Louis	<u>Cities</u> Pacific, Arnold, O Fallon, Manchester, Bellefontaine Neighbors, Brentwood, Chesterfield, Creve Coeur, Richmond Heights, Sunset Hills, Webster Groves					
Location: Nevada				Group Totals:	32	15	0
13-K8-03-067	2013	March 05, 2013	Missouri Southern State University	24	11	11	0
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Vernon Vernon	<u>Cities</u> Nevada Nevada					
Location: Saint Peters				Group Totals:	24	11	0
13-K8-03-001	2013	February 04, 2013	MSC	36	10	10	0
<u>Agency Types</u> Police	<u>Counties</u> St. Charles, St. Louis	<u>Cities</u> O Fallon, Foristell - St. Charles County, Chesterfield, Ferguson, Webster Groves					
Location: Sparta				Group Totals:	36	10	0
13-K8-03-067	2013	January 21, 2013	Missouri Southern State University	24	15	15	0
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Barry, Christian, Douglas, Greene, Lawrence, Stone Christian	<u>Cities</u> Monett, Cassville, Sparta, Ava, Fair Grove, Verona, Hurley Ozark					
Location: Warrensburg				Group Totals:	24	15	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-K8-03-001	2013	April 08, 2013	MSC	32	10	10	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
MSHP	Jackson	Lees Summit - Jackson County					
Police	Clay, Henry, Jackson, Johnson, Phelps, St. Louis	Lawson, Smithville, Clinton - Henry County, Warrensburg, Rolla, Rock Hill, Lees Summit - Jackson County					
13-K8-03-001	2013	November 26, 2012	MSC	36	12	12	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Cass, Jackson, Johnson, Lincoln, Saline	Pleasant Hill, Raymore, Oak Grove - Jackson County, Holden, Knob Noster, Troy, Marshall					
Sheriff	Cole, Henry	Clinton - Henry County, Jefferson City - Cole County					
13-K8-03-001	2013	January 21, 2013	MSC	36	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Clay, Clinton, Jackson, Johnson, Lafayette, Stoddard	Gladstone, Randolph, Cameron - Clinton County, Holden, Waverly, Bloomfield, Lees Summit - Jackson County					
				Group Totals:		104	30
						30	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Franklin, Jefferson, St. Louis	Union, Washington, Arnold, Manchester, Town and Country, Sullivan - Franklin County					
Sheriff	Warren	Warrenton					
				Group Totals:		36	13
						13	0
Course: BAC Type III Operator Lab							
Location: Manchester							
13-K8-03-001	2013	April 30, 2013	MSC	4	6	6	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Jefferson, St. Louis	Arnold, Manchester, Creve Coeur, Richmond Heights					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K8-03-001	2013	May 02, 2013	MSC	4	11	11	0
Location: Saint Peters							
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Jefferson, St. Charles, St. Louis	<u>Cities</u> Pacific, Arnold, O Fallon, Bellefontaine Neighbors, Brentwood, Richmond Heights, Sunset Hills, Webster Groves					
13-K8-03-001	2013	May 02, 2013	MSC	4	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> St. Louis	<u>Cities</u> Manchester, Chesterfield, Creve Coeur					
Group Totals:				12	21	21	0
Location: Saint Peters							
<u>Agency Types</u> Police	<u>Counties</u> St. Charles, St. Louis	<u>Cities</u> O Fallon, Foristell - St. Charles County, Ferguson, Webster Groves					
13-K8-03-001	2013	February 06, 2013	MSC	4	8	8	0
<u>Agency Types</u> Police	<u>Counties</u> St. Charles, St. Louis	<u>Cities</u> O Fallon, Foristell - St. Charles County, Webster Groves					
13-K8-03-001	2013	February 07, 2013	MSC	4	7	7	0
<u>Agency Types</u> Police	<u>Counties</u> St. Charles, St. Louis	<u>Cities</u> O Fallon, Foristell - St. Charles County, Webster Groves					
13-K8-03-001	2013	February 08, 2013	MSC	4	3	3	0
<u>Agency Types</u> Police	<u>Counties</u> St. Charles, St. Louis	<u>Cities</u> Foristell - St. Charles County, Chesterfield					
Group Totals:				12	18	18	0
Location: Warrensburg							
<u>Agency Types</u> Police	<u>Counties</u> Clay	<u>Cities</u> Smithville					
13-K8-03-001	2013	April 11, 2013	MSC	4	1	1	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>			
13-K8-03-001	2013	April 11, 2013	MSC	4	8	8	0			
<table><tr><td><u>Agency Types</u> MSHP Police</td><td><u>Counties</u> Jackson Clay, Henry, Jackson, Johnson, Phelps, St. Louis</td><td><u>Cities</u> Lees Summit - Jackson County Lawson, Clinton - Henry County, Warrensburg, Rock Hill, Lees Summit - Jackson County</td></tr></table>								<u>Agency Types</u> MSHP Police	<u>Counties</u> Jackson Clay, Henry, Jackson, Johnson, Phelps, St. Louis	<u>Cities</u> Lees Summit - Jackson County Lawson, Clinton - Henry County, Warrensburg, Rock Hill, Lees Summit - Jackson County
<u>Agency Types</u> MSHP Police	<u>Counties</u> Jackson Clay, Henry, Jackson, Johnson, Phelps, St. Louis	<u>Cities</u> Lees Summit - Jackson County Lawson, Clinton - Henry County, Warrensburg, Rock Hill, Lees Summit - Jackson County								
13-K8-03-001	2013	April 11, 2013	MSC	4	3	3	0			
<table><tr><td><u>Agency Types</u> MSHP Police</td><td><u>Counties</u> Jackson Jackson, Johnson</td><td><u>Cities</u> Lees Summit - Jackson County Warrensburg, Lees Summit - Jackson County</td></tr></table>								<u>Agency Types</u> MSHP Police	<u>Counties</u> Jackson Jackson, Johnson	<u>Cities</u> Lees Summit - Jackson County Warrensburg, Lees Summit - Jackson County
<u>Agency Types</u> MSHP Police	<u>Counties</u> Jackson Jackson, Johnson	<u>Cities</u> Lees Summit - Jackson County Warrensburg, Lees Summit - Jackson County								
13-K8-03-001	2013	November 30, 2012	MSC	4	1	1	0			
<table><tr><td><u>Agency Types</u> Police</td><td><u>Counties</u> Cass</td><td><u>Cities</u> Raymore</td></tr></table>								<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Raymore
<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Raymore								
13-K8-03-001	2013	November 30, 2012	MSC	4	12	12	0			
<table><tr><td><u>Agency Types</u> Police Sheriff</td><td><u>Counties</u> Cass, Clinton, Jackson, Johnson, Lincoln, Saline Cole, Henry</td><td><u>Cities</u> Pleasant Hill, Lathrop, Oak Grove - Jackson County, Holden, Knob Noster, Troy, Marshall Clinton - Henry County, Jefferson City - Cole County</td></tr></table>								<u>Agency Types</u> Police Sheriff	<u>Counties</u> Cass, Clinton, Jackson, Johnson, Lincoln, Saline Cole, Henry	<u>Cities</u> Pleasant Hill, Lathrop, Oak Grove - Jackson County, Holden, Knob Noster, Troy, Marshall Clinton - Henry County, Jefferson City - Cole County
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Cass, Clinton, Jackson, Johnson, Lincoln, Saline Cole, Henry	<u>Cities</u> Pleasant Hill, Lathrop, Oak Grove - Jackson County, Holden, Knob Noster, Troy, Marshall Clinton - Henry County, Jefferson City - Cole County								
13-K8-03-001	2013	November 30, 2012	MSC	4	5	5	0			
<table><tr><td><u>Agency Types</u> Police Sheriff</td><td><u>Counties</u> Johnson Cole</td><td><u>Cities</u> Holden, Knob Noster Jefferson City - Cole County</td></tr></table>								<u>Agency Types</u> Police Sheriff	<u>Counties</u> Johnson Cole	<u>Cities</u> Holden, Knob Noster Jefferson City - Cole County
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Johnson Cole	<u>Cities</u> Holden, Knob Noster Jefferson City - Cole County								
13-K8-03-001	2013	January 24, 2013	MSC	4	5	5	0			
<table><tr><td><u>Agency Types</u> Police</td><td><u>Counties</u> Clay, Johnson, Lafayette</td><td><u>Cities</u></td></tr></table>								<u>Agency Types</u> Police	<u>Counties</u> Clay, Johnson, Lafayette	<u>Cities</u>
<u>Agency Types</u> Police	<u>Counties</u> Clay, Johnson, Lafayette	<u>Cities</u>								

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K8-03-001	2013	January 25, 2013	MSC	4	6	6	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Clay, Jackson, Johnson, Lafayette, Stoddard	Gladstone, Holden, Waverly, Bloomfield, Lees Summit - Jackson County					
13-K8-03-001	2013	January 25, 2013	MSC	4	5	5	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Clinton, Jackson, Lafayette, Stoddard	Cameron - Clinton County, Bloomfield, Lees Summit - Jackson County					
Group Totals:				36	46	46	0
Location:	Washington						
13-K8-03-001	2013	November 15, 2012	MSC	4	5	5	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Franklin, St. Louis	Union, Manchester, Sullivan - Franklin County					
13-K8-03-001	2013	November 15, 2012	MSC	4	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Franklin, Jefferson, St. Louis	Washington, Arnold, Manchester, Town and Country					
Sheriff	Warren	Warrenton					
13-K8-03-001	2013	November 16, 2012	MSC	4	1	1	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	St. Louis	Manchester					
Group Totals:				12	14	14	0
Course:	Beyond the Ticket						
Location:	Potosi						
13-PT-02-121	2013	August 24, 2013	Missouri Southern State University	8	25	25	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Dent, McDonald, Stone, Washington	Salem, Anderson, Hurley, Potosi					
Sheriff	McDonald, Washington	Pineville, Potosi					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Course: CPS Certification Course							
Location: Fair Grove							
13-SA-09-003	2013	November 01, 2012	Safe Kids Coalition	8	25	25	0
Group Totals:				8	25	25	0
Agency Types							
Safe Kids	<u>Counties</u> Greene	<u>Cities</u> Fair Grove					
Group Totals:				0	8	8	0
Course: Crash Investigation I							
Location: Jefferson City - Cole County							
13-AI-04-001	2013	June 10, 2013	MSHP - Law Enforcement Academy	32	24	24	0
Agency Types				<u>Counties</u>	<u>Cities</u>		
MSHP	Greene, Phelps, St. Charles	Rolla, Weldon Spring, Springfield - Greene County					
Police	Buchanan, Camden, Cass, Clay, Greene, Jackson, St. Charles, St. Louis	Saint Joseph, Osage Beach - Camden County, Belton, Raymore, Excelsior Springs - Clay County, Grandview, Saint Charles, Hazelwood, Chesterfield, Kansas City - Jackson County, Springfield - Greene County					
Sheriff	Cass	Harrisonville					
Group Totals:				32	24	24	0
Location: Warrensburg							
13-AI-04-002	2013	January 23, 2013	MSC	0	9	9	0
Agency Types				<u>Counties</u>	<u>Cities</u>		
Police	Cass, Cooper, Jackson, Pettis, St. Louis	Peculiar, Boonville, Independence, Sedalia, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					
Group Totals:				0	9	9	0
Course: Crash Investigation II							
Location: Warrensburg							
13-AI-04-002	2013	February 20, 2013	MSC	0	9	9	0
Agency Types				<u>Counties</u>	<u>Cities</u>		
Police	Cass, Cooper, Jackson, Pettis, St. Louis	Peculiar, Boonville, Independence, Sedalia, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Group Totals:				0	9	9	0

Course: Crash Investigation III							
Location: Warrensburg							
13-AI-04-002	2013	March 20, 2013	MSC	0	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Cooper, Jackson, Pettis, St. Louis	Boonville, Independence, Sedalia, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					

Group Totals:	0	8	8	0
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Course: Crash Investigation IV							
Location: Warrensburg							
13-AI-04-002	2013	April 17, 2013	MSC	0	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Cooper, Jackson, Pettis, St. Louis	Boonville, Independence, Sedalia, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					

Group Totals:	0	8	8	0
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Course: Crash Investigation V							
Location: Warrensburg							
13-AI-04-002	2013	May 15, 2013	MSC	0	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Cooper, Jackson, Pettis, St. Louis	Boonville, Independence, Sedalia, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					

Group Totals:	0	8	8	0
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Course: Crash Investigation VI							
Location: Warrensburg							
13-AI-04-002	2013	June 19, 2013	MSC	0	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Cooper, Jackson, Pettis, St. Louis	Boonville, Independence, Sedalia, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					

Group Totals:	0	8	8	0
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Course: Crash Reconstruction							
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<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> 13-AI-04-001	Jefferson City - Cole County 2013	September 16, 201:	MSHP - Law Enforcement Academy	68	18	18	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
MSHP	Crawford, Jackson, Laclede	Cuba, Lebanon, Lees Summit - Jackson County					
Police	Adair, Boone, Buchanan, Franklin, Jackson, Laclede, Phelps, St. Charles, St. Louis, St. Louis City	Kirksville, Columbia, Saint Joseph, Washington, Independence, Lebanon, Rolla, Saint Charles, Bellefontaine Neighbors, Florissant, Saint Louis					
Group Totals:				68	18	18	0
<u>Location:</u> 13-AI-04-002	Warrensburg 2013	September 09, 201:	MSC	0	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Jackson, St. Louis	Grandview, Independence, Ferguson, Kansas City - Jackson County, Lees Summit - Jackson County					
Group Totals:				0	8	8	0
<u>Course:</u> 13-AI-04-001	Crash Reconstruction Prep Jefferson City - Cole County 2013	September 04, 201:	MSHP Law Enforcement Academy	15	7	7	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Other	St. Louis	Maryland Heights					
Police	Franklin, Phelps	Union, Rolla					
Sheriff	Boone	Columbia					
Group Totals:				15	7	7	0
<u>Course:</u> 13-K8-03-068	DRE Training Jefferson City - Cole County 2013	April 15, 2013	MSHP-Law Enforcement Academy	88	18	18	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Agency Types</u>		<u>Counties</u>					
MSHP		Howell, Pulaski, Randolph, St. Louis					
Other		Scott					
Police		Boone, Butler, Cass, Clinton, Cole, Franklin, Gasconade, Lawrence, St. Louis					
			<u>Cities</u>				
			West Plains, Saint Robert, Moberly, Creve Coeur				
			Sikeston - Scott County				
			Columbia, Poplar Bluff, Harrisonville, Plattsburg, New Haven, Washington, Hermann, Aurora, Maryland Heights, Jefferson City - Cole County				
Group Totals:				88	18	18	0
Location: Kansas City - Clay County							
13-K8-03-001	2013	October 22, 2012		72	11	11	0
<u>Agency Types</u>		<u>Counties</u>					
Police		Clay, Jackson, Platte					
University		Johnson					
			<u>Cities</u>				
			Smithville, Grain Valley, Grandview, Kansas City - Jackson County, Lees Summit - Jackson County, Riverside - Platte County				
			Warrensburg				
Group Totals:				72	11	11	0
Location: Springfield - Greene County							
13-K8-03-001	2013	September 02, 201:	MSC	16	14	14	0
<u>Agency Types</u>		<u>Counties</u>					
Police		Greene, Jasper, Webster					
Sheriff		Boone, Greene, Jefferson, Newton					
13-K8-03-001	2013	September 04, 201:	MSC	56	14	14	0
			<u>Cities</u>				
			Joplin - Jasper County, Carthage, Marshfield, Springfield - Greene County				
			Columbia, Hillsboro, Neosho, Springfield - Greene County				
Group Totals:				72	28	28	0
Course: DWI Crash Investigation							
Location: Cape Girardeau							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-K8-03-067	2013	May 09, 2013	Missouri Southern State University	8	6	6	0
Agency Types	Counties	Cities					
Police	Cape Girardeau	Cape Girardeau					
Location:	Potosi	Group Totals:					
13-K8-03-067	2013	August 25, 2013	Missouri Southern State University	8	6	6	0
Agency Types	Counties	Cities					
Police	Dent, Stone, Washington	Salem, Hurley, Potosi					
Sheriff	Washington	Potosi					
Course: DWI Enforcement Strategies fo				Group Totals:			
Location:	Carthage						
13-K8-03-067	2013	June 28, 2013	Missouri Southern State University	8	6	6	0
Agency Types	Counties	Cities					
Police	Bates, Greene, Vernon	Adrian, Butler, Rogersville, Nevada					
Location:	Joplin - Jasper County	Group Totals:					
13-K8-03-067	2013	June 18, 2013	Missouri Southern State University	8	7	7	0
Agency Types	Counties	Cities					
Police	Bates, Jasper, Newton	Adrian, Carl Junction, Granby, Seneca					
Course: Emergency Vehicle Safety				Group Totals:			
Location:	Annapolis						
		8	7	7	7	0	

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-EM-02-001	2013	August 15, 2013	University of MO Curators	16	17	17	0
<hr/>							
<u>Agency Types</u>	<u>Counties</u>			<u>Cities</u>			
Fire	Iron			Annapolis			
<hr/>				Group Totals:	16	17	0
<hr/>							
Location:	Edwards						
13-EM-02-001	2013	July 19, 2013	University of MO Curators	16	25	25	0
<hr/>							
<u>Agency Types</u>	<u>Counties</u>			<u>Cities</u>			
Fire	Benton			Edwards			
<hr/>				Group Totals:	16	25	0
<hr/>							
Location:	Richland - Laclede County						
13-EM-02-001	2013	November 02, 2012	University of Missouri - FRTI	16	16	16	0
<hr/>							
<u>Agency Types</u>	<u>Counties</u>			<u>Cities</u>			
Fire	Greene, Laclede, Osage, Pulaski			Republic, Lebanon, Westphalia, Fort Leonard Wood CDP, Laquey, Waynesville, Richland - Laclede County			
<hr/>				Group Totals:	16	16	0
<hr/>							
Location:	Seymour						
13-EM-02-001	2013	February 16, 2013	University of MO Curators	16	21	21	0
<hr/>							
<u>Agency Types</u>	<u>Counties</u>			<u>Cities</u>			
Fire	Webster			Seymour			
<hr/>				Group Totals:	16	21	0
<hr/>							
Location:	Viburnum						
13-EM-02-001	2013	March 09, 2013	University of Missouri Curators	16	35	35	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
<u>Agency Types</u>	<u>Counties</u>		<u>Cities</u>				
Police	Iron		Viburnum				
Fire	Iron						
EMS	Iron						
Course: EVOC							
Location: Jefferson City - Cole County							
13-PT-02-123	2013	April 01, 2013	MSHP Law Enforcement Academy	42	15	15	0
Group Totals:							
				16	35	35	0
<u>Agency Types</u>	<u>Counties</u>		<u>Cities</u>				
Police	Clay, Cole, Phelps, St. Louis, Stone		Excelsior Springs - Clay County, Rolla, Crestwood, Galena, Jefferson City - Cole County				
Sheriff	Boone, Livingston, St. Francois		Columbia, Chillicothe, Farmington				
13-PT-02-123	2013	April 22, 2013	MSHP Law Enforcement Academy	0	39	39	0
<u>Agency Types</u>	<u>Counties</u>		<u>Cities</u>				
MSHP	Cole		Jefferson City - Cole County				
13-PT-02-123	2013	October 01, 2012	MSHP Law Enforcement Academy	44	16	16	0
<u>Agency Types</u>	<u>Counties</u>		<u>Cities</u>				
MSHP	Perry		Perryville				
Police	Jasper, Jefferson, Phelps, Scott, St. Francois		Duquesne, Herculaneum, Rolla, Scott City, Farmington				
Sheriff	Boone, Clay, Scott, St. Francois		Columbia, Liberty, Benton, Farmington				
Group Totals:							
				86	70	70	0
Course: EVOC Instructor							
Location: Jefferson City - Cole County							
13-PT-02-123	2013	October 19, 2012	MSHP - Law Enforcement Academy	40	13	13	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Agency Types Other Police Sheriff							
Counties Cass, Cole, Moniteau, Phelps, St. Louis Buchanan, Jackson, Jasper, St. Louis Cass, Franklin, St. Louis							
Cities Lees Summit - Cass County, California, Rolla, Sunset Hills, Jefferson City - Cole County Saint Joseph, Carthage, Sunset Hills, Lees Summit - Jackson County Harrisonville, Union, Chesterfield							
13-PT-02-123	2013	September 23, 2013	MSHP - Law Enforcement Academy	40	12	12	0
Agency Types MSHP Other Police Sheriff							
Counties Johnson, Miller, Platte, Saline Adair, Scott Clay, Howell, St. Louis St. Francois							
Cities Warrensburg, Eldon, Platte City, Marshall Kirksville, Sikeston - Scott County Excelsior Springs - Clay County, West Plains, Clayton Farmington							
Group Totals:				80	25	25	0
Course: High Risk Vehicle Stops Location: Clever 13-PT-02-121							
13-PT-02-121	2013	June 29, 2013	Missouri Southern State University	8	8	8	0
Agency Types Police							
Counties Christian, Lawrence							
Cities Clever, Miller							
Group Totals:				8	8	8	0
Location: Joplin - Jasper County 13-PT-02-121							
13-PT-02-121	2013	May 23, 2013	Missouri Southern State University	8	16	16	0
Agency Types Sheriff							
Counties Jasper							
Cities Carthage							
Group Totals:				8	16	16	0
Course: Law Enforcement Driver Training Location:							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-DE-02-002	2013	November 13, 2012	Missouri Police Chiefs Association	8	6	6	0
Agency Types	Counties	Cities					
Police	Clay, Livingston	Pleasant Valley - Clay County, Chillicothe					
Location: Carthage							
13-DE-02-003	2013	November 01, 2012	MSA	8	10	6	0
Agency Types	Counties	Cities					
Sheriff	Jasper	Carthage					
13-DE-02-003	2013	October 04, 2012	Missouri Sheriffs' Association	8	11	11	0
Agency Types	Counties	Cities					
Sheriff	Jasper	Carthage					
Group Totals:							
				16	21	21	0
Location: Galena							
13-DE-02-003	2013	April 03, 2013	MSA	8	10	10	0
Agency Types	Counties	Cities					
Sheriff	Stone	Galena					
13-DE-02-003	2013	April 10, 2013	MSA	8	10	10	0
Agency Types	Counties	Cities					
Sheriff	Stone	Galena					
Group Totals:							
				16	20	20	0
Location: Jasper							
13-DE-02-003	2013	October 18, 2012	MSA	8	9	9	0
Agency Types	Counties	Cities					
Sheriff	Jasper	Carthage					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: Jefferson City - Callaway County							
13-DE-02-002	2013	June 11, 2013	Missouri Police Chiefs Association	8	9	9	0
Group Totals:				8	4	4	0
Agency Types							
Police	<u>Counties</u> Boone		<u>Cities</u> Columbia				
Location: Jefferson City - Cole County							
13-DE-02-002	2013	July 23, 2013	Missouri Police Chiefs Association	8	5	5	0
Agency Types							
Police	<u>Counties</u> Cass		<u>Cities</u> Belton				
13-DE-02-002	2013	July 30, 2013	Missouri Police Chiefs Association	8	3	3	0
Agency Types							
Police	<u>Counties</u> Jefferson		<u>Cities</u> Arnold				
13-DE-02-002	2013	July 31, 2013	Missouri Police Chiefs Association	8	4	4	0
Agency Types							
Police	<u>Counties</u> Jefferson		<u>Cities</u> Arnold				
13-DE-02-002	2013	August 06, 2013	Missouri Police Chiefs Association	8	1	1	0
Agency Types							
Police	<u>Counties</u> Cass		<u>Cities</u> Belton				
13-DE-02-002	2013	August 05, 2013	Missouri Police Chiefs Association	8	2	2	0
Agency Types							
Police	<u>Counties</u> Cass		<u>Cities</u> Belton				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	August 19, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph	<u>Cities</u> Moberly					
13-DE-02-002	2013	August 20, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph	<u>Cities</u> Moberly					
13-DE-02-002	2013	August 21, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph	<u>Cities</u> Moberly					
13-DE-02-002	2013	August 22, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Callaway, Randolph	<u>Cities</u> Fulton, Moberly					
13-DE-02-002	2013	July 23, 2013	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Belton					
13-DE-02-002	2013	July 31, 2013	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Jefferson	<u>Cities</u> Arnold					
13-DE-02-002	2013	August 05, 2013	Missouri Police Chiefs Association	8	3	3	0
<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Belton					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	August 19, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph		<u>Cities</u> Moberly				
13-DE-02-002	2013	August 20, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph		<u>Cities</u> Moberly				
13-DE-02-002	2013	August 21, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph		<u>Cities</u> Moberly				
13-DE-02-002	2013	August 22, 2013	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Randolph		<u>Cities</u> Moberly				
13-DE-02-002	2013	August 23, 2013	Missouri Police Chiefs Association	8	1	1	0
<u>Agency Types</u> Police	<u>Counties</u> Callaway		<u>Cities</u> Fulton				
13-DE-02-002	2013	January 10, 2013	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Boone, Callaway, Marion		<u>Cities</u> Columbia, Fulton, Hannibal - Marion County				
13-DE-02-002	2013	January 11, 2013	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Howard, Ralls		<u>Cities</u> New Franklin, Perry				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	January 31, 2013	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Maries, Pike	<u>Cities</u> Pacific, Belle - Maries County, Bowling Green					
13-DE-02-002	2013	January 28, 2013	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Jefferson	<u>Cities</u> Arnold					
13-DE-02-002	2013	January 23, 2013	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Stone	<u>Cities</u> Reeds Spring					
13-DE-02-002	2013	January 24, 2013	Missouri Police Chiefs Association	8	3	3	0
<u>Agency Types</u> Police	<u>Counties</u> Livingston	<u>Cities</u> Chillicothe					
13-DE-02-002	2013	February 08, 2013	Missouri Police Chiefs Association	8	2	2	0
<u>Agency Types</u> Police	<u>Counties</u> Laclede	<u>Cities</u> Lebanon					
13-DE-02-002	2013	February 12, 2013	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Laclede	<u>Cities</u> Union, Lebanon					
13-DE-02-002	2013	February 19, 2013	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Laclede	<u>Cities</u> Union, Lebanon					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	February 28, 2013	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Boone		<u>Cities</u> Columbia				
13-DE-02-002	2013	March 06, 2013	Missouri Police Chiefs Association	8	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Johnson		<u>Cities</u> Knob Noster				
13-DE-02-002	2013	March 07, 2013	Missouri Police Chiefs Association	8	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cole, Franklin		<u>Cities</u> Union, Jefferson City - Cole County				
13-DE-02-002	2013	March 11, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Jefferson		<u>Cities</u> House Springs, Byrnes Mill				
13-DE-02-002	2013	March 12, 2013	Missouri Police Chiefs Association	8	2	2	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Greene		<u>Cities</u> Springfield - Greene County				
13-DE-02-002	2013	March 13, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Greene		<u>Cities</u> Union, Springfield - Greene County				
13-DE-02-002	2013	March 14, 2013	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Camden, St. Charles		<u>Cities</u> Camdenton, Lake Saint Louis				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	March 18, 2013	Missouri Police Chiefs Association	8	11	11	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Boone, Callaway, Camden, Clay	<u>Cities</u> Ashland, Centralia, Fulton, Camdenton, Smithville					
13-DE-02-002	2013	March 27, 2013	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Christian, Cooper	<u>Cities</u> Clever, Boonville					
13-DE-02-002	2013	March 28, 2013	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Boone, St. Louis	<u>Cities</u> Centralia, Creve Coeur					
13-DE-02-002	2013	April 02, 2013	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Belton					
13-DE-02-002	2013	April 03, 2013	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Clay	<u>Cities</u> Gladstone					
13-DE-02-002	2013	April 04, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Clay	<u>Cities</u> Kansas City - Clay County					
13-DE-02-002	2013	April 05, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Clay, Morgan	<u>Cities</u> Gladstone, Laurie					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	April 11, 2013	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Jefferson, Maries	<u>Cities</u> Byrnes Mill, Vienna					
13-DE-02-002	2013	April 16, 2013	Missouri Police Chiefs Association	0	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cass, Morgan	<u>Cities</u> Belton, Laurie					
13-DE-02-002	2013	April 25, 2013	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Miller	<u>Cities</u> Tuscumbia					
13-DE-02-002	2013	April 30, 2013	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Belton					
13-DE-02-002	2013	May 02, 2013	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-DE-02-002	2013	May 07, 2013	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Miller	<u>Cities</u> Tuscumbia					
13-DE-02-002	2013	May 09, 2013	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Franklin, Miller	<u>Cities</u> Union, Tuscumbia					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	May 15, 2013	Missouri Police Chiefs Association	8	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Lewis	<u>Cities</u> La Grange					
13-DE-02-002	2013	May 23, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Clay, Gasconade, Lawrence	<u>Cities</u> Pleasant Valley - Clay County, Hermann, Marionville					
13-DE-02-002	2013	May 29, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cole, Cooper	<u>Cities</u> Boonville, Jefferson City - Cole County					
13-DE-02-002	2013	May 30, 2013	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cooper	<u>Cities</u> Boonville					
13-DE-02-002	2013	June 10, 2013	Missouri Police Chiefs Association	8	1	1	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-DE-02-003	2013	June 23, 2013	MSA	8	5	5	0
<hr/>							
<u>Agency Types</u> Sheriff	<u>Counties</u> Adair, Cole	<u>Cities</u> Kirksville, Jefferson City - Cole County					
13-DE-02-002	2013	November 14, 2012	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Clay	<u>Cities</u> Pleasant Valley - Clay County					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	November 15, 2012	Missouri Police Chiefs Association	8	4	4	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Audrain	<u>Cities</u> Mexico					
13-DE-02-002	2013	November 20, 2012	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> St. Louis	<u>Cities</u> Bellevue, Neighbors					
13-DE-02-002	2013	November 21, 2012	Missouri Police Chiefs Association	8	7	7	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Cole, Madison	<u>Cities</u> Fredericktown, Jefferson City - Cole County					
13-DE-02-002	2013	November 26, 2012	Missouri Police Chiefs Association	8	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> St. Louis	<u>Cities</u> Saint Johns					
13-DE-02-002	2013	November 27, 2012	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Franklin, St. Louis	<u>Cities</u> New Haven, Saint Johns					
13-DE-02-002	2013	November 30, 2012	Missouri Police Chiefs Association	8	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> St. Louis	<u>Cities</u> Saint Johns					
13-DE-02-002	2013	November 01, 2012	Missouri Police Chiefs Association	8	3	3	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Crawford	<u>Cities</u> Bourbon					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	November 05, 2012	Missouri Police Chiefs Association	8	3	3	0
<u>Agency Types</u> Police	<u>Counties</u> St. Louis	<u>Cities</u> Saint Johns					
13-DE-02-002	2013	November 07, 2012	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Callaway	<u>Cities</u> Fulton					
13-DE-02-002	2013	November 08, 2012	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Callaway, Crawford	<u>Cities</u> Fulton, Steelville					
13-DE-02-002	2013	November 09, 2012	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Madison	<u>Cities</u> Fredericktown					
13-DE-02-002	2013	October 01, 2012	Missouri Police Chiefs Association	8	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> Cass, St. Louis City	<u>Cities</u> Belton, Saint Louis					
13-DE-02-002	2013	October 02, 2012	Missouri Police Chiefs Association	8	3	3	0
<u>Agency Types</u> Police	<u>Counties</u> Cole	<u>Cities</u> Jefferson City - Cole County					
13-DE-02-002	2013	October 03, 2012	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Cass	<u>Cities</u> Belton					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	October 05, 2012	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Taney, St. Louis City	<u>Cities</u> Forsyth, Saint Louis					
13-DE-02-002	2013	October 10, 2012	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Livingston, St. Louis City	<u>Cities</u> Chillicothe, Saint Louis					
13-DE-02-002	2013	October 11, 2012	Missouri Police Chiefs Association	8	5	5	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> Callaway, St. Louis City	<u>Cities</u> Fulton, Saint Louis					
13-DE-02-002	2013	October 12, 2012	Missouri Police Chiefs Association	8	2	2	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> St. Louis City	<u>Cities</u> Saint Louis					
13-DE-02-002	2013	October 15, 2012	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> St. Louis City	<u>Cities</u> Saint Louis					
13-DE-02-002	2013	October 16, 2012	Missouri Police Chiefs Association	8	6	6	0
<hr/>							
<u>Agency Types</u> Police	<u>Counties</u> St. Louis City	<u>Cities</u> Saint Louis					
13-DE-02-002	2013	October 17, 2012	Missouri Police Chiefs Association	8	6	6	0
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<u>Agency Types</u> Police	<u>Counties</u> St. Louis City	<u>Cities</u> Saint Louis					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-DE-02-002	2013	October 18, 2012	Missouri Police Chiefs Association	8	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Bates			<u>Cities</u> Drexel - Bates County			
13-DE-02-002	2013	October 19, 2012	Missouri Police Chiefs Association	0	6	6	0
<u>Agency Types</u> Police	<u>Counties</u> St. Louis City			<u>Cities</u> Saint Louis			
13-DE-02-002	2013	October 22, 2012	Missouri Police Chiefs Association	8	3	3	0
<u>Agency Types</u> Police	<u>Counties</u> Crawford			<u>Cities</u> Bourbon			
13-DE-02-002	2013	October 24, 2012	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Cole			<u>Cities</u> Jefferson City - Cole County			
13-DE-02-002	2013	October 25, 2012	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Phelps, St. Louis City			<u>Cities</u> Rolla, Saint Louis			
13-DE-02-002	2013	October 31, 2012	Missouri Police Chiefs Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Cole			<u>Cities</u> Jefferson City - Cole County			
Group Totals:				632	369	369	0
Location:	Neosho						
13-DE-02-003	2013	October 14, 2012	MSA	8	8	8	0
<u>Agency Types</u> Sheriff	<u>Counties</u> Newton			<u>Cities</u> Neosho			

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: Ozark							
13-DE-02-003	2013	May 28, 2013	MSA	8	8	8	0
Group Totals:							
<u>Agency Types</u> Sheriff	<u>Counties</u> Christian		<u>Cities</u> Ozark				
13-DE-02-003	2013	June 04, 2013	MSA	8	16	16	0
<u>Agency Types</u> Sheriff	<u>Counties</u> Christian		<u>Cities</u> Ozark				
Group Totals:							
Course: Missouri Motor Vehicle Law							
Location: Joplin - Jasper County							
13-PT-02-121	2013	June 19, 2013	Missouri Southern State University	8	8	8	0
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Bates, Jasper, Newton McDonald		<u>Cities</u> Adrian, Carl Junction, Seneca Pineville				
Group Totals:							
Location: Nevada							
13-PT-02-121	2013	June 25, 2013	Missouri Southern State University	8	11	11	0
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Bates, Greene, Vernon Bates, Laclede		<u>Cities</u> Adrian, Rich Hill, Nevada, Springfield - Greene County				
Group Totals:							
Course: MOPS							
Location: Columbia							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K8-03-069	2013	March 06, 2013	Protecting Lives, Saving Futures	17	41	41	0
Jefferson City - Cole County							
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
MSPH	Andrew, Bates, Buchanan, Butler, Caldwell, Camden, Chariton, Clinton, Crawford, Jefferson, Linn, McDonald, Miller, Newton, Platte, Ripley, Scott, St. Charles, Texas, Webster						
Police	Audrain, Buchanan, Clay, Franklin, Lincoln, Nodaway, St. Louis, Taney	Mexico, Saint Joseph, Kearney, Smithville, Union, Winfield, Maryville, Velda Village Hills, Branson					
Sheriff	Audrain, Clinton, Platte						
Prosecuting Attorney	Audrain, Clay, Jefferson, Platte, St. Louis City	Saint Louis					
Group Totals:				17	41	41	0
Location:	Jefferson City - Cole County						
13-K8-03-069	2013	January 14, 2013	Hallucinogens and Driving Impairment	2	48	48	0
Jefferson City - Cole County							
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
MSPH	Cass, Cole, Franklin, Greene, Henry, Jasper, Warren	Poplar Bluff, Pleasant Hill, Lake Winnebago, Lawson, Excelsior Springs - Clay County, Smithville, Boonville, Union, Fayette, Mountain View, California, Rolla, Crocker, Waynesville, Lake Saint Louis, Wentzville, Hazelwood, Kirkwood, Branson, Warrenton, Jefferson City - Cole County, Kansas City - Jackson County, Springfield - Greene County					
Police	Butler, Cass, Clay, Cole, Cooper, Franklin, Greene, Howard, Howell, Jackson, Moniteau, Phelps, Pulaski, Ray, St. Charles, St. Louis, Taney, Warren						
Sheriff	St. Charles						
Prosecuting Attorney	Christian, Clay, Jackson, Linn, Stoddard	Lees Summit - Jackson County					
Court Staff	St. Louis City	Saint Louis					
13-K8-03-069	2013	December 28, 2012	Chemical Testing Regulations webinar	2	249	249	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Agency Types</u> MSHP Police Sheriff State Agency University Prosecuting Attorney Court Staff	2013	November 15, 2012	<u>Counties</u> Barton, Benton, Butler, Carroll, Cass, Cole, Franklin, Greene, Jackson, Johnson, Laclede, Lafayette, Lawrence, Maries, Nodaway, Pemiscot, Phelps, Pulaski, Randolph, Ray, St. Charles, Texas Adair, Barry, Boone, Butler, Callaway, Camden, Cape Girardeau, Cass, Chariton, Clay, Clinton, Cole, Dade, Franklin, Greene, Howard, Jackson, Jasper, Johnson, Linn, Macon, Moniteau, Newton, Nodaway, Phelps, Platte, Ripley, Scott, St. Charles, St. Francois, St. Louis, Taney, Warren, Washington, St. Louis City	4	68	68	0
			<u>Cities</u> Kirkville, Cassville, Ashland, Columbia, Poplar Bluff, Fulton, Osage Beach - Camden County, Cape Girardeau, Harrisonville, Peculiar, Pleasant Hill, Lake Winnebago, Belton, Raymore, Salisbury, Gladstone, Oakview, Pleasant Valley - Clay County, Kearney, Excelsior Springs - Clay County, Smithville, Plattsburg, Greenfield, Pacific, Union, Washington, Battlefield, Strafford, Fayette, Blue Springs, Raytown, Oronogo, Joplin - Jasper County, Warrensburg, Marceline, Macon, California, Tipton, Neosho, Maryville, Rolla, Doniphan, Miner, Chaffee, New Melle, O Fallon, Lake Saint Louis, Saint Peters, Leadington, Pagedale, Kirkwood, Ballwin, Bridgeton, Country Club Hills, Creve Coeur, Saint Johns, Town and Country, Velda Village Hills, Branson, Marthasville, Warrenton, Potosi, Jefferson City - Cole County, Kansas City - Jackson County, Lees Summit - Jackson County, Riverside - Platte County, Sikeston - Scott County, Springfield - Greene County				
			Bollinger, Boone, Caldwell, Callaway, Carroll, Cass, Cole, Howard, Lafayette, Monroe, Newton, Platte, Scott, St. Charles, Stone Butler, Cole, Jackson				
			Johnson				
			Adair, Andrew, Audrain, Benton, Buchanan, Camden, Cass, Christian, Clay, Franklin, Greene, Iron, Jackson, Jefferson, Laclede, Lewis, Madison, McDonald, New Madrid, Newton, Nodaway, Oregon, Phelps, Platte, Ripley, Scott, St. Louis, Stoddard, Sullivan, Texas, Vernon, Warren, St. Louis City St. Louis City				
<u>Agency Types</u> MSHP Other Police Sheriff Prosecuting Attorney	2013	November 15, 2012	<u>Counties</u> Buchanan, Cole, Greene Cole, Jasper Clay, Cole, Franklin, Greene, Jackson, Jasper, Ray, St. Charles, St. Louis, Stone, St. Louis City	4	68	68	0
			<u>Cities</u> Excelsior Springs - Clay County, Smithville, Pacific, Independence, Joplin - Jasper County, Webb City, Fleming, O Fallon, Saint Peters, Hazelwood, Kirkwood, Breckenridge Hills, Chesterfield, Des Peres, Webster Groves, Reeds Spring, Saint Louis, Jefferson City - Cole County				
			Cole, Dallas, Jasper				
			Buchanan, Christian, Cole, Franklin, Gasconade, Jasper, Jefferson, Lincoln, Madison, McDonald, St. Louis, Worth, St. Louis City				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
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Group Totals: 7 365 365 0

Location: Kansas City - Jackson County
13-K8-03-069 2013 September 11, 201: Prosecuting the Drugged Driver

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Prosecuting Attorney	Adair, Cape Girardeau, Chariton, Christian, Clay, Cooper, Daviess, Greene, Jackson, Newton, St. Louis City	Kansas City - Jackson County

Group Totals: 14 17 17 0

Location: Osage Beach - Camden County
13-K8-03-069 2013 June 05, 2013 DWI/Traffic Safety and DRE Recertification

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
MSHP	Boone, Buchanan, Camden, Cape Girardeau, Cole, Greene, Howell, Jackson, Macon, Phelps, St. Charles, St. Louis, Texas	Kirkville, Mexico, Columbia, Saint Joseph, Fulton, Osage Beach - Camden County, Lake Ozark - Camden County, Harrisonville, Peculiar, Pleasant Hill, Raymore, Gladstone, Kearney, Excelsior Springs - Clay County, Smithville, Trimble, Boonville, Union, Willow Springs, Grain Valley, Grandview, Independence, Blue Springs, Pevely, Crystal City, Edgerton, Waynesville, Marshall, O Fallon, Lake Saint Louis, Saint Charles, Hazelwood, Manchester, Chesterfield, Merriam Woods, Branson, Forsyth, Warrenton, Jefferson City - Cole County, Kansas City - Jackson County, Lees Summit - Jackson County, Sikeston - Scott County, Springfield - Greene County
Police	Boone, Cape Girardeau, Cass, Clinton, Greene, Jackson, Jefferson, Lawrence, McDonald, St. Charles, Stone Butler, St. Louis	Poplar Bluff
Sheriff	Boone, Cape Girardeau, Cass, Clinton, Greene, Jackson, Jefferson, Lawrence, McDonald, St. Charles, Stone Butler, St. Louis	Warrensburg
State Agency	Boone, Cape Girardeau, Cass, Clinton, Greene, Jackson, Jefferson, Lawrence, McDonald, St. Charles, Stone Butler, St. Louis	Columbia, Springfield - Greene County
University	Boone, Cape Girardeau, Cass, Clinton, Greene, Jackson, Jefferson, Lawrence, McDonald, St. Charles, Stone Butler, St. Louis	
Prosecuting Attorney	Boone, Cape Girardeau, Cass, Clinton, Greene, Jackson, Jefferson, Lawrence, McDonald, St. Charles, Stone Butler, St. Louis	
Judges	Boone, Cape Girardeau, Cass, Clinton, Greene, Jackson, Jefferson, Lawrence, McDonald, St. Charles, Stone Butler, St. Louis	

Group Totals: 13 155 155 0

Course: On-Scene Crash Investigation
Location: Clayton

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>																																
13-AI-04-002	2013	June 10, 2013	MSC	0	8	8	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Cape Girardeau, Dent, St. Louis</td><td>Cape Girardeau, Salem, Clayton</td><td colspan="5"></td></tr> <tr> <td colspan="4">Group Totals:</td><td>0</td><td>8</td><td>8</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Cape Girardeau, Dent, St. Louis	Cape Girardeau, Salem, Clayton						Group Totals:				0	8	8	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Cape Girardeau, Dent, St. Louis	Cape Girardeau, Salem, Clayton																																					
Group Totals:				0	8	8	0																																
Location: Springfield - Greene County																																							
13-AI-04-002	2013	March 16, 2013	MSC	0	11	11	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Greene, Lawrence, Taney, Webster</td><td>Aurora, Merriam Woods, Fordland, Seymour, Springfield - Greene County</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Greene</td><td>Springfield - Greene County</td><td colspan="5"></td></tr> <tr> <td colspan="4">Group Totals:</td><td>0</td><td>11</td><td>11</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Greene, Lawrence, Taney, Webster	Aurora, Merriam Woods, Fordland, Seymour, Springfield - Greene County						Sheriff	Greene	Springfield - Greene County						Group Totals:				0	11	11	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Greene, Lawrence, Taney, Webster	Aurora, Merriam Woods, Fordland, Seymour, Springfield - Greene County																																					
Sheriff	Greene	Springfield - Greene County																																					
Group Totals:				0	11	11	0																																
Location: Warrensburg																																							
13-AI-04-002	2013	May 08, 2013	MSC	0	7	7	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Police</td><td>Boone, Clinton</td><td>Columbia, Lathrop</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Pettis</td><td>Sedalia</td><td colspan="5"></td></tr> <tr> <td colspan="4">Group Totals:</td><td>0</td><td>7</td><td>7</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Boone, Clinton	Columbia, Lathrop						Sheriff	Pettis	Sedalia						Group Totals:				0	7	7	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Boone, Clinton	Columbia, Lathrop																																					
Sheriff	Pettis	Sedalia																																					
Group Totals:				0	7	7	0																																
Course: Other																																							
Location: Branson																																							
13-EM-02-001	2013	September 26, 2013	University of MO Curators	4	28	28	0																																
<table> <tr> <td><u>Agency Types</u></td><td><u>Counties</u></td><td><u>Cities</u></td><td colspan="5"></td></tr> <tr> <td>Fire</td><td>Taney</td><td>Branson</td><td colspan="5"></td></tr> <tr> <td colspan="4">Group Totals:</td><td>4</td><td>28</td><td>28</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Fire	Taney	Branson						Group Totals:				4	28	28	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Fire	Taney	Branson																																					
Group Totals:				4	28	28	0																																
Location: Charleston																																							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
13-EM-02-001	2013	August 12, 2013	FRTI	4	27	27	0	
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Fire	Pemiscot	Hayti, Cooter, Steele						
<u>Location:</u>	<u>Cottleville</u>							
13-EM-02-001	2013	September 12, 2013	University of MO Curators	4	27	27	0	
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Fire	St. Charles	Cottleville						
<u>Location:</u>	<u>Hayti</u>							
13-EM-02-001	2013	August 15, 2013	University of MO Curators	4	35	35	0	
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Fire	Pemiscot	Hayti						
<u>Location:</u>	<u>Mansfield</u>							
13-EM-02-001	2013	August 19, 2013	University of MO Curators	4	35	35	0	
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Fire	Wright	Mansfield						
<u>Location:</u>	<u>Republic</u>							
13-EM-02-001	2013	August 06, 2013	University of MO Curators	4	25	25	0	
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Fire	Greene	Republic						
				<u>Group Totals:</u>	4	25	25	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Springfield - Greene County							
13-SA-09-003	2013	October 03, 2012	Safe Kids Coalition	0	320	320	0
Agency Types Elem School	Counties Greene	Cities Springfield - Greene County					
Group Totals: 0 320 320 0							
Course: Radar and Laser Instructor							
Location: Jefferson City - Cole County							
13-PT-02-123	2013	August 12, 2013	MSHP - Law Enforcement Academy	25	21	21	0
Agency Types MSHP Police Sheriff	Counties Adair, Cole Adair, Barton, Callaway, Camden, Cooper, Franklin, Greene, Howell, Randolph, Scott, St. Charles, St. Francois, St. Louis, Vernon Jefferson	Cities Kirksville, Jefferson City - Cole County Kirksville, Lamar, Holts Summit, Camdenton, Boonville, Washington, Republic, West Plains, Moberly, Scott City, New Melle, Farmington, Clayton, Nevada Hillsboro					
Group Totals: 25 21 21 0							
Course: Radar and Laser Operator							
Location: Jefferson City - Cole County							
13-PT-02-123	2013	March 01, 2013	MSHP Law Enforcement Academy	0	39	39	0
Agency Types MSHP	Counties Cole	Cities Jefferson City - Cole County					
13-PT-02-123	2013	July 29, 2013	MSHP - Law Enforcement Academy	0	30	30	0
Agency Types MSHP	Counties Cole	Cities Jefferson City - Cole County					
Group Totals: 0 69 69 0							
Course: Report Writing and Courtroom							
Location: Cape Girardeau							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>																																
13-K8-03-067	2013	May 08, 2013	Missouri Southern State University	8	8	8	0																																
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>Sheriff</td><td>Cape Girardeau, Perry</td><td>Cape Girardeau</td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>8</td><td>8</td><td>8</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Sheriff	Cape Girardeau, Perry	Cape Girardeau						Group Totals:			8	8	8	0	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Sheriff	Cape Girardeau, Perry	Cape Girardeau																																					
Group Totals:			8	8	8	0	0																																
Location: Carthage 13-K8-03-067 2013 June 27, 2013 Missouri Southern State University 8 7 7 0																																							
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>Police</td><td>Bates, Jasper, Vernon</td><td>Adrian, Butler, Jasper, Nevada</td><td colspan="5"></td></tr> <tr> <td>Probation and Parole</td><td>Jasper</td><td>Joplin - Jasper County</td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>8</td><td>7</td><td>7</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Bates, Jasper, Vernon	Adrian, Butler, Jasper, Nevada						Probation and Parole	Jasper	Joplin - Jasper County						Group Totals:			8	7	7	0	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Bates, Jasper, Vernon	Adrian, Butler, Jasper, Nevada																																					
Probation and Parole	Jasper	Joplin - Jasper County																																					
Group Totals:			8	7	7	0	0																																
Location: Mount Vernon 13-K8-03-067 2013 September 20, 2013 Missouri Southern State University 8 4 4 0																																							
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>Police</td><td>Polk</td><td>Humansville</td><td colspan="5"></td></tr> <tr> <td>Sheriff</td><td>Cedar, Lawrence</td><td>Stockton, Mount Vernon</td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>8</td><td>4</td><td>4</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Polk	Humansville						Sheriff	Cedar, Lawrence	Stockton, Mount Vernon						Group Totals:			8	4	4	0	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Polk	Humansville																																					
Sheriff	Cedar, Lawrence	Stockton, Mount Vernon																																					
Group Totals:			8	4	4	0	0																																
Course: Server Training Location: Branson 13-154-AL-088 2013 December 07, 2012 Division of Alcohol and Tobacco Control 0 10 10 0																																							
<table> <tr> <th><u>Agency Types</u></th><th><u>Counties</u></th><th><u>Cities</u></th><th colspan="5"></th></tr> <tr> <td>Police</td><td>Jasper, Taney</td><td>Webb City, Branson</td><td colspan="5"></td></tr> <tr> <td colspan="3">Group Totals:</td><td>0</td><td>10</td><td>10</td><td>0</td><td>0</td></tr> </table>								<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						Police	Jasper, Taney	Webb City, Branson						Group Totals:			0	10	10	0	0								
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>																																					
Police	Jasper, Taney	Webb City, Branson																																					
Group Totals:			0	10	10	0	0																																
Location: Hillsboro																																							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-154-AL-088	2013	November 04, 2012	Division of Alcohol and Tobacco Control	0	10	10	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Sheriff	Jefferson	

Group Totals:				0	10	10	0
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Location: Saint Joseph							
13-154-AL-088	2013	November 07, 2012	Division of Alcohol and Tobacco Control	0	2	2	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Buchanan	Saint Joseph

Group Totals:				0	2	2	0
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Course: SFST 24-Hour							
Location: Columbia							
13-K8-03-001	2013	August 21, 2013	MSC	24	3	3	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Clay	Randolph
Sheriff	Audrain, Boone	Mexico, Columbia

Group Totals:				24	3	3	0
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Location: Forsyth							
13-K8-03-001	2013	September 11, 2013	MSC	24	7	7	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Stone, Taney	Kimberling City, Merriam Woods, Hollister, Rockaway Beach
Sheriff	Taney	Forsyth

Group Totals:				24	7	7	0
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Location: Joplin - Jasper County			
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Project Number
13-K8-03-067

Fiscal Year
2013

Training Date
February 06, 2013

Training Provider
Missouri Southern State University

CEU Hours
24

Part.
8

Passed
8

Failed
0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>Group Totals:</u>
Police	Jasper	Jasper, Carl Junction, Duquesne	
			24 8 8 0

Location: Kirkwood

13-K8-03-001

2013 August 26, 2013 MSC

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>Group Totals:</u>
Police	Phelps, Shannon, St. Charles, St. Louis	Doolittle, Eminence, Wentzville, Moline Acres, Kirkwood, Berkeley, Clayton, Edmundson, Ferguson	
State Agency	Adair	Kirksville	
13-K8-03-001	2013 April 03, 2013 MSC		24 17 17 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>Group Totals:</u>
Police	Jefferson, St. Charles, St. Louis, St. Louis City	Arnold, Maryland Heights, Moline Acres, Kirkwood, Chesterfield, Richmond Heights, Sunset Hills, Saint Louis	
Sheriff	Phelps	Rolla	
13-K8-03-001	2013 January 30, 2013 MSC		24 5 5 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>Group Totals:</u>
Other	Cole	Jefferson City - Cole County	
Police	St. Charles, St. Louis	Foristell - St. Charles County, Bel-Ridge, Creve Coeur	
13-K8-03-001	2013 June 05, 2013 MSC		24 8 8 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>Group Totals:</u>
Police	St. Louis	Olivette, Ladue, Clayton, Creve Coeur, Ferguson	
Sheriff	Jefferson	Hillsboro	
			96 44 44 0

Location: Lees Summit - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-K8-03-001	2013	January 14, 2013	Missouri Safety Center	24	10	10	0

Agency Types	Counties	Cities
Police	Cass, Clay, Jackson	Garden City, Oakview, Smithville, Lees Summit - Jackson County

Group Totals:							
Location: Liberty	2013	April 01, 2013	MSC	24	10	10	0
13-K8-03-001				24	14	14	0

Agency Types	Counties	Cities
Other	Clay	Liberty
Police	Miller, Platte	Eldon, Edgerton
Sheriff	Benton, Clay	Warsaw, Liberty

Group Totals:							
Location: Maryville	2013	July 08, 2013	MSC	24	14	14	0
13-K8-03-001				24	8	8	0

Agency Types	Counties	Cities
Police	Nodaway	Maryville
University	Nodaway	Maryville

Group Totals:							
Location: Plattsburg	2013	May 01, 2013	MSC	24	8	8	0
13-K8-03-001				24	13	13	0

Agency Types	Counties	Cities
Police	Clay, Clinton, Platte	Holt - Clay County, Liberty, Plattsburg, Lathrop, Trimble, Weston
Sheriff	Clinton	Plattsburg

Group Totals:							
Location: Rolla				24	13	13	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K8-03-001	2013	July 30, 2013	MSC	24	11	11	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	Group Totals:				
Police	Phelps	Doolittle, Rolla					
University	Phelps	Rolla					
Medical Facility	Phelps	Rolla					
Location: Scott City			2013	February 19, 2013	MSC	24	11 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	Group Totals:				
Police	Cape Girardeau, Scott	Cape Girardeau, Scott City					
Location: Sikeston - Scott County			2013	July 24, 2013	MSC	24	5 5 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	Group Totals:				
Police	Cape Girardeau, Scott	Cape Girardeau, Sikeston - Scott County					
Sheriff	Scott	Benton					
University	Cape Girardeau	Cape Girardeau					
Location: Sparta			2013	January 02, 2013	Missouri Southern State University	24	6 6 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	Group Totals:				
Police	Christian, Greene	Sparta, Fair Grove					
Sheriff	Christian	Ozark					
Course: SFST Update			Location: Columbia				
			Group Totals:				

Project Number 13-K8-03-001	Fiscal Year 2013	Training Date September 19, 201:	Training Provider MSC	CEU Hours 4	# Part. 5	Passed 5	Failed 0
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<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Johnson, Nodaway	Knob Noster, Maryville
Sheriff	Maries	Vienna
University	Boone	Columbia

Group Totals: 4 5 5 0

Location: Sikeston - Scott County
13-K8-03-001 2013 July 23, 2013 MSC

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cape Girardeau, New Madrid, Scott	Cape Girardeau, Parma, Sikeston - Scott County
Sheriff	Perry, Scott	Perryville, Benton
University	Cape Girardeau	Cape Girardeau

Group Totals: 4 13 13 0

Course: Sobriety Checkpoint Supervisc
Location: Columbia
13-K8-03-001 2013 November 09, 2012 MSC

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Andrew, Boone, Cass, Clay, Franklin, Jackson, Laclede, Lafayette, Ray, Saline, St. Louis	Country Club Village, Hallsville, Centralia, Raymore, Oakview, Randolph, Washington, Independence, Lebanon, Napoleon, Wood Heights, Marshall, Manchester, Charlack, Chesterfield
Sheriff	Iron, Pettis	Ironton, Sedalia

Group Totals: 9 24 24 0

Location: Kansas City - Platte County
13-K8-03-001 2013 September 13, 201: MSC

9 19 18 1

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed			
<u>Agency Types</u> Police	2013	April 26, 2013	MSC	<u>Cities</u> Pevely, Lake Saint Louis, Vinita Park	9	34	0			
Sheriff				Union						
State Agency				Saint Joseph, Fulton, Trenton, Warrensburg, Lebanon, Macon, Maryville, Rolla, Bethany - Harrison County, Jefferson City - Cole County, Lees Summit - Jackson County, Springfield - Greene County						
13-K8-03-001										
<u>Agency Types</u> MSHP	2013	May 17, 2013	MSC	<u>Cities</u> Camdenton	18	53	52	1		
Other				Smithville						
Police				Lake Winnebago, Belton, Gladstone, Pleasant Valley - Clay County, Liberty, Excelsior Springs - Clay County, Smithville, Grandview, Sugar Creek, Portageville, Sedalia, Platte City, Edgerton, Saint Ann, Saint Louis, Lake Ozark - Miller County, Springfield - Greene County Savannah, Lamar Heights, Camdenton, Jefferson City - Cole County						
Sheriff				Andrew, Barton, Camden, Cole						
Group Totals:										
Location: Republic										
13-K8-03-001	2013	May 17, 2013	MSC	Springfield - Greene County	9	19	19	0		
<u>Agency Types</u> MSHP	2013	March 29, 2013	MSC	<u>Cities</u> Clever, Sparta, Excelsior Springs - Clay County, Joplin - Jasper County, Miller, Portageville, Nevada	9	31	19	0		
Police				Mount Vernon, Pineville, Linn, Springfield - Greene County						
Sheriff				Greene, Lawrence, McDonald, Osage						
Group Totals:										
Location: Saint Louis	2013	March 29, 2013	MSC	Springfield - Greene County	9	19	19	0		
13-K8-03-001	2013	March 29, 2013	MSC	Cape Girardeau, Hillsboro, Platte City, Scott City	9	31	31	0		
<u>Agency Types</u> Police	2013	March 29, 2013	MSC	<u>Cities</u> Jackson, Cape Girardeau, Bourbon, Washington, Portageville, Saint James, Scott City, O Fallon, Saint Charles, Chesterfield, Clayton, Creve Coeur, Saint Ann, University City, Bernie, Sikeston - Scott County	9	31	31	0		
Sheriff				Cape Girardeau, Hillsboro, Platte City, Scott City						

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: Weldon Spring							
13-K8-03-001	2013	September 03, 201:	MSC	9	31	31	0
Group Totals:							
Agency Types							
State Agency	<u>Counties</u> St. Charles	<u>Cities</u> Weldon Spring		2	30	30	0
Course: ThinkFirst							
Location: Alma							
13-CP-09-002	2013	May 15, 2013	ThinkFirst Missouri	0	210	0	0
Agency Types							
Think First	<u>Counties</u> Lafayette	<u>Cities</u> Alma					
Group Totals:				0	210	0	0
Location: Ashland							
13-CP-09-002	2013	June 04, 2013	ThinkFirst Missouri	0	35	0	0
Agency Types							
Think First	<u>Counties</u> Boone	<u>Cities</u> Ashland					
Group Totals:				0	35	0	0
Location: Atlanta							
13-CP-09-002	2013	November 05, 2012	ThinkFirst Missouri	0	110	0	0
Agency Types							
Think First	<u>Counties</u> Macon	<u>Cities</u> Atlanta					
Group Totals:				0	110	0	0
Location: Avenue City							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-CP-09-002	2013	December 18, 2012	ThinkFirst Missouri	0	50	0	0
Agency Types	Counties	Cities					
Think First	Andrew	Avenue City					
Location: Bonne Terre				Group Totals:	0	50	0
13-CP-09-002	2013	November 20, 2012	ThinkFirst Missouri	0	1,000	0	0
Agency Types	Counties	Cities					
Think First	St. Francois	Bonne Terre					
Location: Branson				Group Totals:	0	1,000	0
13-CP-09-002	2013	May 08, 2013	ThinkFirst Missouri	0	30	0	0
Agency Types	Counties	Cities					
Think First	Taney	Branson					
Location: Brashear				Group Totals:	0	30	0
13-CP-09-002	2013	March 14, 2013	ThinkFirst Missouri	0	120	0	0
Agency Types	Counties	Cities					
Think First	Adair	Brashear					
Location: Burlington Junction				Group Totals:	0	120	0
13-CP-09-002	2013	October 11, 2012	ThinkFirst Missouri	0	120	0	0
Agency Types	Counties	Cities					
Think First	Nodaway	Burlington Junction					
Group Totals:				0	120	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: Camdenton	2013	June 18, 2013	ThinkFirst Missouri	0	50	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Camden		<u>Cities</u> Osage Beach - Camden County				
Group Totals:				0	50	0	0
Location: Cape Girardeau	2013	July 21, 2013	ThinkFirst Missouri	0	70	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Cape Girardeau		<u>Cities</u> Cape Girardeau				
Group Totals:				0	70	0	0
Location: Center	2013	November 06, 2012	ThinkFirst Missouri	0	350	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Ralls		<u>Cities</u> Center				
Group Totals:				0	350	0	0
Location: Centerview	2013	November 07, 2012	ThinkFirst Missouri	0	520	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Johnson		<u>Cities</u> Centerview				
Group Totals:				0	520	0	0
Location: Centralia	2013	January 30, 2013	ThinkFirst Missouri	0	40	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone		<u>Cities</u> Centralia				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	January 31, 2013	ThinkFirst Missouri	0	60	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Boone		<u>Cities</u> Centralia				
13-CP-09-002	2013	June 19, 2013	ThinkFirst Missouri	0	25	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Boone		<u>Cities</u> Centralia				
Group Totals:				0	125	0	0
<hr/>							
Location: Chillicothe							
13-CP-09-002	2013	April 12, 2013	ThinkFirst Missouri	0	110	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Livingston		<u>Cities</u> Chillicothe				
<hr/>							
Group Totals:				0	110	0	0
<hr/>							
Location: Columbia							
13-CP-09-002	2013	May 01, 2013	ThinkFirst Missouri	0	25	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				
13-CP-09-002	2013	May 02, 2013	ThinkFirst Missouri	0	25	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Boone		<u>Cities</u> Columbia				
13-CP-09-002	2013	March 21, 2013	Thinkfirst Missouri	0	40	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Boone		<u>Cities</u> Columbia				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	April 11, 2013	ThinkFirst Missouri	0	900	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	July 25, 2013	ThinkFirst Missouri	0	70	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	February 20, 2013	ThinkFirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	February 25, 2013	Thinkfirst Missouri	0	90	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	March 05, 2013	ThinkFirst Missouri	0	130	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	October 29, 2012	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	October 30, 2012	ThinkFirst Missouri	0	300	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	November 29, 2012	ThinkFirst Missouri	0	50	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
13-CP-09-002	2013	October 19, 2012	ThinkFirst Missouri	0	19	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia					
Location: Concordia				Group Totals:	0	1,999	0 0
13-CP-09-002	2013	November 05, 2012	ThinkFirst Missouri	0	260	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Lafayette	<u>Cities</u> Concordia					
Location: Crocker				Group Totals:	0	260	0 0
13-CP-09-002	2013	November 01, 2012	ThinkFirst Missouri	0	410	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Pulaski	<u>Cities</u> Crocker					
Location: Crystal City				Group Totals:	0	410	0 0
13-CP-09-002	2013	April 16, 2013	ThinkFirst Missouri	0	300	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Jefferson	<u>Cities</u> Crystal City					
Location: Cuba				Group Totals:	0	300	0 0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	April 18, 2013	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Crawford	<u>Cities</u> Cuba					
Location: Edina	2013	May 22, 2013	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Knox	<u>Cities</u> Edina					
Location: Eugene	2013	April 09, 2013	ThinkFirst Missouri	0	325	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Eugene					
Location: Glasgow - Chariton County	2013	October 10, 2012	ThinkFirst Missouri	0	35	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Chariton	<u>Cities</u> Glasgow - Chariton County					
Location: Green Ridge	2013	April 12, 2013	ThinkFirst Missouri	0	160	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Pettis	<u>Cities</u> Green Ridge					
Group Totals:				0	200	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Hallsville							
13-CP-09-002	2013	October 30, 2012	ThinkFirst Missouri	0	750	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Hallsville					
Group Totals:				0	750	0	0
<u>Location:</u> Hannibal - Marion County							
13-CP-09-002	2013	March 06, 2013	ThinkFirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Marion	<u>Cities</u> Hannibal - Marion County					
Group Totals:				0	100	0	0
<u>Location:</u> Higginsville							
13-CP-09-002	2013	April 15, 2013	ThinkFirst Missouri	0	300	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Lafayette	<u>Cities</u> Higginsville					
Group Totals:				0	300	0	0
<u>Location:</u> Jefferson City - Cole County							
13-CP-09-002	2013	May 06, 2013	ThinkFirst Missouri	0	760	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Jefferson City - Cole County					
13-CP-09-002	2013	May 14, 2013	ThinkFirst Missouri	0	75	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Jefferson City - Cole County					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	April 17, 2013	ThinkFirst Missouri	0	40	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Cole</div><div><u>Cities</u> Jefferson City - Cole County</div></div>							
13-CP-09-002	2013	April 11, 2013	ThinkFirst Missouri	0	600	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Cole</div><div><u>Cities</u> Jefferson City - Cole County</div></div>							
13-CP-09-002	2013	March 21, 2013	Thinkfirst Missouri	0	20	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Cole</div><div><u>Cities</u> Jefferson City - Cole County</div></div>							
13-CP-09-002	2013	April 05, 2013	ThinkFirst Missouri	0	50	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Cole</div><div><u>Cities</u> Jefferson City - Cole County</div></div>							
13-CP-09-002	2013	March 08, 2013	ThinkFirst Missouri	0	80	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Cole</div><div><u>Cities</u> Jefferson City - Cole County</div></div>							
13-CP-09-002	2013	July 08, 2013	ThinkFirst Missouri	0	215	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Cole</div><div><u>Cities</u> Jefferson City - Cole County</div></div>							
13-CP-09-002	2013	July 10, 2013	ThinkFirst Missouri	0	15	0	0
<div><div><u>Agency Types</u> Think First</div><div><u>Counties</u> Boone</div><div><u>Cities</u> Columbia</div></div>							

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	June 04, 2013	ThinkFirst Missouri	0	75	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Cole			<u>Cities</u> Jefferson City - Cole County			
13-CP-09-002	2013	December 28, 2012	ThinkFirst Missouri	0	200	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Cole			<u>Cities</u> Jefferson City - Cole County			
13-CP-09-002	2013	October 16, 2012	ThinkFirst Missouri	0	20	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Cole			<u>Cities</u> Jefferson City - Cole County			
<hr/>							
Group Totals:				0	2,150	0	0
<hr/>							
Location: Kansas City - Jackson County							
13-CP-09-002	2013	January 10, 2013	ThinkFirst Missouri	0	25	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Jackson			<u>Cities</u> Kansas City - Jackson County			
<hr/>							
Group Totals:				0	25	0	0
<hr/>							
Location: Keytesville							
13-CP-09-002	2013	March 25, 2013	ThinkFirst Missouri	0	100	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Chariton			<u>Cities</u> Keytesville			
<hr/>							
Group Totals:				0	100	0	0
<hr/>							
Location: Kirksville							
13-CP-09-002	2013	October 18, 2012	ThinkFirst Missouri	0	75	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Adair			<u>Cities</u> Kirksville			

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: La Monte							
13-CP-09-002	2013	October 05, 2012	ThinkFirst Missouri	0	75	0	0
Group Totals:				0	75	0	0
Agency Types							
Think First	<u>Counties</u> Pettis		<u>Cities</u> La Monte				
13-CP-09-002	2013	March 13, 2013	ThinkFirst Missouri	0	130	0	0
Group Totals:				0	290	0	0
Agency Types							
Think First	<u>Counties</u> Pettis		<u>Cities</u> La Monte				
Location: Lamar							
13-CP-09-002	2013	March 11, 2013	ThinkFirst Missouri	0	400	0	0
Group Totals:				0	400	0	0
Agency Types							
Think First	<u>Counties</u> Barton		<u>Cities</u> Lamar				
Location: Lathrop							
13-CP-09-002	2013	April 10, 2013	ThinkFirst Missouri	0	270	0	0
Group Totals:				0	270	0	0
Agency Types							
Think First	<u>Counties</u> Clinton		<u>Cities</u> Lathrop				
Location: Lone Jack							
13-CP-09-002	2013	October 09, 2012	ThinkFirst Missouri	0	150	0	0
Group Totals:				0	150	0	0
Agency Types							
Think First	<u>Counties</u> Jackson		<u>Cities</u> Lone Jack				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: Louisiana	2013	February 05, 2013	ThinkFirst Missouri	0	75	0	0
Agency Types Think First	Counties Pike	Cities Louisiana	Group Totals:				
				0	75	0	0
Location: Macks Creek	2013	October 23, 2012	ThinkFirst Missouri	0	140	0	0
Agency Types Think First	Counties Camden	Cities Macks Creek	Group Totals:				
				0	140	0	0
Location: Marble Hill	2013	September 23, 2013	Thinkfirst Missouri	0	275	0	0
Agency Types Think First	Counties Bollinger	Cities Marble Hill	Group Totals:				
				0	275	0	0
Location: Marshall	2013	October 22, 2012	ThinkFirst Missouri	0	150	0	0
Agency Types Think First	Counties Saline	Cities Marshall	Group Totals:				
				0	100	0	0
Agency Types Think First	Counties Saline	Cities Marshall	Group Totals:				
				0	250	0	0
Location: Memphis							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-CP-09-002	2013	October 03, 2012	ThinkFirst Missouri	0	150	0	0
Agency Types	Counties			Cities			
Think First	Scotland			Memphis			
Location:	Mendon						
13-CP-09-002	2013	November 08, 2012	ThinkFirst Missouri	0	100	0	0
Agency Types	Counties			Cities			
Think First	Chariton			Mendon			
Location:	Moberly						
13-CP-09-002	2013	May 31, 2013	ThinkFirst Missouri	0	15	0	0
Agency Types	Counties			Cities			
Think First	Randolph			Moberly			
Location:	New Bloomfield						
13-CP-09-002	2013	February 14, 2013	ThinkFirst Missouri	0	30	0	0
Agency Types	Counties			Cities			
Think First	Callaway			New Bloomfield			
Location:	New Madrid						
13-CP-09-002	2013	April 26, 2013	ThinkFirst Missouri	0	830	0	0
Agency Types	Counties			Cities			
Think First	New Madrid			New Madrid			
Group Totals:				0	830	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: Norborne							
13-CP-09-002	2013	October 31, 2012	ThinkFirst Missouri	0	125	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Carroll			<u>Cities</u> Norborne			
<hr/>							
Location: Norwood							
13-CP-09-002	2013	October 16, 2012	ThinkFirst Missouri	0	125	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Wright			<u>Cities</u> Norwood			
<hr/>							
Location: Osage Beach - Miller County							
13-CP-09-002	2013	June 06, 2013	ThinkFirst Missouri	0	35	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Miller			<u>Cities</u> Osage Beach - Miller County			
13-CP-09-002	2013	June 17, 2013	ThinkFirst Missouri	0	35	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Miller			<u>Cities</u> Osage Beach - Miller County			
<hr/>							
Location: Prairie Home							
13-CP-09-002	2013	December 21, 2012	ThinkFirst Missouri	0	90	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Cooper			<u>Cities</u> Prairie Home			
<hr/>							
Location: Purdin							
<hr/>							
Group Totals:				0	70	0	0
<hr/>							
Group Totals:				0	90	0	0
<hr/>							
Group Totals:				0	90	0	0
<hr/>							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-CP-09-002	2013	March 22, 2013	ThinkFirst Missouri	0	150	0	0
Agency Types	Counties			Cities			
Think First	Linn			Purdin			
Location:	Queen City			Group Totals:	0	150	0
13-CP-09-002	2013	March 27, 2013	ThinkFirst Missouri	0	310	0	0
Agency Types	Counties			Cities			
Think First	Schuyler			Queen City			
Location:	Risco			Group Totals:	0	310	0
13-CP-09-002	2013	April 25, 2013	ThinkFirst Missouri	0	85	0	0
Agency Types	Counties			Cities			
Think First	New Madrid			Risco			
Location:	Rosendale			Group Totals:	0	85	0
13-CP-09-002	2013	October 12, 2012	ThinkFirst Missouri	0	250	0	0
Agency Types	Counties			Cities			
Think First	Andrew			Rosendale			
Location:	Saint Charles			Group Totals:	0	250	0
13-CP-09-002	2013	May 29, 2013	ThinkFirst Missouri	0	15	0	0
Agency Types	Counties			Cities			
Think First	St. Charles			Saint Charles			
Group Totals:				0	15	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Saint Joseph	2013	March 06, 2013	Thinkfirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone		<u>Cities</u> Columbia				
13-CP-09-002	2013	June 03, 2013	ThinkFirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Buchanan		<u>Cities</u> Saint Joseph				
13-CP-09-002	2013	July 15, 2013	ThinkFirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Buchanan		<u>Cities</u> Saint Joseph				
Group Totals:				0	300	0	0
<u>Location:</u> Saint Louis	2013	August 01, 2013	ThinkFirst Missouri	0	70	0	0
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				
13-CP-09-002	2013	February 12, 2013	ThinkFirst Missouri	0	25	0	0
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				
13-CP-09-002	2013	January 16, 2013	ThinkFirst Missouri	0	75	0	0
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis		<u>Cities</u> Manchester				
13-CP-09-002	2013	October 08, 2012	ThinkFirst Missouri	0	10	0	0
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-CP-09-002	2013	October 02, 2012	ThinkFirst Missouri	0	150	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				
13-CP-09-002	2013	May 16, 2013	ThinkFirst Missouri	0	450	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				
13-CP-09-002	2013	September 25, 2013	ThinkFirst Missouri	0	40	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> St. Louis City		<u>Cities</u> Saint Louis				
<hr/>							
Group Totals:				0	820	0	0
<hr/>							
Location: Saint Peters							
13-CP-09-002	2013	April 22, 2013	ThinkFirst Missouri	0	700	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> St. Charles		<u>Cities</u> Saint Peters				
<hr/>							
Group Totals:				0	700	0	0
<hr/>							
Location: Saint Thomas							
13-CP-09-002	2013	September 17, 2013	ThinkFirst Missouri	0	60	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Cole		<u>Cities</u> Saint Thomas				
13-CP-09-002	2013	September 19, 2013	Thinkfirst Missouri	0	60	0	0
<hr/>							
<u>Agency Types</u> Think First	<u>Counties</u> Cole		<u>Cities</u> Saint Thomas				
<hr/>							
Group Totals:				0	120	0	0
<hr/>							
Location: Sainte Genevieve							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-CP-09-002	2013	October 17, 2012	ThinkFirst Missouri	0	720	0	0
Agency Types	Counties	Cities					
Think First	Ste. Genevieve	Sainte Genevieve					
Location: Savannah	2013	December 17, 2012	ThinkFirst Missouri	0	720	0	0
Agency Types	Counties	Cities					
Think First	Andrew	Savannah					
Location: Scott City	2013	December 04, 2012	ThinkFirst Missouri	0	140	0	0
Agency Types	Counties	Cities					
Think First	Scott	Scott City					
Location: Sedalia	2013	March 18, 2013	Thinkfirst Missouri	0	810	0	0
Agency Types	Counties	Cities					
Think First	Pettis	Sedalia					
13-CP-09-002	2013	March 18, 2013	ThinkFirst Missouri	0	45	0	0
Agency Types	Counties	Cities					
Think First	Pettis	Sedalia					
Location: Silex				0	90	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-CP-09-002	2013	April 04, 2013	ThinkFirst Missouri	0	170	0	0
Agency Types	Counties			Cities			
Think First	Lincoln			Silex			
Location: Slater	2013	January 28, 2013	ThinkFirst Missouri	0	170	0	0
13-CP-09-002				0	250	0	0
Agency Types	Counties			Cities			
Think First	Saline			Slater			
Location: Steelville	2013	April 25, 2013	ThinkFirst Missouri	0	250	0	0
13-CP-09-002				0	300	0	0
Agency Types	Counties			Cities			
Think First	Crawford			Steelville			
Location: Stoutland - Camden County	2013	April 08, 2013	ThinkFirst Missouri	0	300	0	0
13-CP-09-002				0	200	0	0
Agency Types	Counties			Cities			
Think First	Camden			Stoutland - Camden County			
Location: Sullivan - Franklin County	2013	October 10, 2012	ThinkFirst Missouri	0	200	0	0
13-CP-09-002				0	45	0	0
Agency Types	Counties			Cities			
Think First	Franklin			Sullivan - Franklin County			
Group Totals:				0	45	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Sweet Springs	2013	October 29, 2012	ThinkFirst Missouri	0	300	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Saline		<u>Cities</u> Sweet Springs				
Group Totals:				0	300	0	0
<u>Location:</u> Thayer	2013	September 11, 2011	ThinkFirst Missouri	0	300	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Oregon		<u>Cities</u> Thayer				
Group Totals:				0	300	0	0
<u>Location:</u> Tipton	2013	October 15, 2012	ThinkFirst Missouri	0	320	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Moniteau		<u>Cities</u> Tipton				
Group Totals:				0	320	0	0
<u>Location:</u> Urbana	2013	March 20, 2013	ThinkFirst Missouri	0	360	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Dallas		<u>Cities</u> Urbana				
Group Totals:				0	360	0	0
<u>Location:</u> Versailles	2013	April 15, 2013	ThinkFirst Missouri	0	400	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Morgan		<u>Cities</u> Versailles				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-CP-09-002	2013	March 28, 2013	ThinkFirst Missouri	0	350	0	0
Agency Types	Counties		Cities				
Think First	Howell		Willow Springs				
Location: Zalma				Group Totals:	0	350	0
13-CP-09-002	2013	March 27, 2013	ThinkFirst Missouri	0	105	0	0
Agency Types	Counties		Cities				
Think First	Bollinger		Zalma				
Course: Traffic Control for Emergency I							
Location: 13-EM-02-001	2013	August 03, 2013	University of MO Curators	8	12	12	0
Agency Types	Counties		Cities				
Fire	Greene		Bois D Arc				
Group Totals:							
13-EM-02-001	2013	February 02, 2013	University of MO Curators	8	12	12	0
Location: Gainesville							
13-EM-02-001	2013	February 02, 2013	University of MO Curators	8	40	39	1
Agency Types	Counties		Cities				
Fire	Ozark		Gainesville				
Group Totals:							
13-EM-02-001	2013	August 17, 2013	University of MO Curators	8	40	39	1
Location: Grant City							
13-EM-02-001	2013	August 17, 2013	University of MO Curators	8	19	19	0
Agency Types	Counties		Cities				
Fire	Worth		Grant City				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Location: New Madrid							
13-EM-02-001	2013	September 07, 2013	FRTI	8	19	19	0
Group Totals:				8	20	20	0
Agency Types							
Fire	<u>Counties</u> New Madrid	<u>Cities</u> New Madrid					
Group Totals:				8	20	20	0
Location: Troy							
13-EM-02-001	2013	September 24, 2013	University of MO Curators	8	21	21	0
Agency Types							
Fire	<u>Counties</u> Lincoln	<u>Cities</u> Troy					
Group Totals:				8	21	21	0
Course: Vehicle Rescue							
Location: Aurora							
13-EM-02-001	2013	November 02, 2012	University of Missouri - FRTI	16	24	24	0
Agency Types							
Fire	<u>Counties</u> Christian, Lawrence, Stone	<u>Cities</u> Billings, Marionville, Mount Vernon, Aurora, Crane					
Group Totals:				16	24	24	0
Location: Ellington							
13-EM-02-001	2013	March 02, 2013	University of MO Curators	16	18	18	0
Agency Types							
Fire	<u>Counties</u> Reynolds	<u>Cities</u> Ellington					
Group Totals:				16	18	18	0
Location: Kearney							

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-EM-02-001	2013	April 19, 2013	Richard B. Andrews Sr.	16	18	17	1
Agency Types	Counties		Cities				
Fire	Clay		Kearney				
Location:	Malden			Group Totals:			
13-EM-02-001	2013	March 16, 2013	University of MO Curators	16	18	17	1
Agency Types	Counties		Cities				
Fire	Dunklin		Malden				
Location:	Richland - Pulaski County			Group Totals:			
13-EM-02-001	2013	October 12, 2012	FRTI - University of Missouri	16	22	22	0
Agency Types	Counties		Cities				
Fire	Jackson, Laclede, Osage, Phelps, Pulaski, Webster		Grain Valley, Lebanon, Westphalia, Newburg, Laquey, Crocker, Waynesville, Marshfield, Kansas City - Jackson County, Richland - Pulaski County				
Course:	Vehicle Search and Seizure			Group Totals:			
Location:	Joplin - Jasper County						
13-PT-02-121	2013	June 17, 2013	Missouri Southern State University	8	7	7	0
Agency Types	Counties		Cities				
Police	Bates, Jasper		Adrian, Carl Junction				
Sheriff	McDonald		Pineville				
Location:	Nevada			Group Totals:			
				8	7	7	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
13-PT-02-121	2013	June 24, 2013	Missouri Southern State University	8	11	11	0
Agency Types	Counties	Cities					
Police	Bates, Vernon	Adrian, Butler, Rich Hill, Nevada					
Sheriff	Bates						
Course: Young Driver				Group Totals:	8	11	0
Location: Nixa							
13-SA-09-003	2013	October 15, 2012	MoDOT	0	358	358	0
Agency Types	Counties	Cities					
High School	Christian	Nixa					
Group Totals:				0	358	358	0
Location: Springfield - Greene County							
13-SA-09-003	2013	December 04, 2012	MoDOT	0	111	111	0
Agency Types	Counties	Cities					
High School	Greene	Springfield - Greene County					
13-SA-09-003	2013	November 28, 2012	MoDOT	0	34	34	0
Agency Types	Counties	Cities					
Group Totals:				0	145	145	0
Program: HWY SAFETY							
Course: CPS Certification Course							
Location:							
13-K3-05-001	2013	November 14, 2012	MoDOT, Highway Safety Division	24	7	7	0
Agency Types	Counties	Cities					
Non-Profit	Howell, Reynolds	Mountain View, West Plains, Ellington					

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
13-K3-05-001	2013	January 09, 2013	Cass County Sherrifs Dept	24	13	13	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Cass						
Sheriff	Cass, Macon	Harrisonville, Peculiar, Raymore, Macon					
Health Department	Cass						
Medical Facility	Henry	Clinton - Henry County					
13-K3-05-001	2013	February 27, 2013	MoDOT	24	13	13	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Fire	Phelps, Pulaski	Rolla, Saint Robert					
Medical Facility	Phelps	Rolla					
13-K3-05-001	2013	June 19, 2013	Cape Girardeau Safe Communities	32	18	18	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Safe Community	Cape Girardeau, New Madrid, Stoddard	Jackson, Portageville, Sikeston - New Madrid County, Bloomfield					
Group Totals:				104	51	51	0
<u>Location:</u>	<u>Jefferson City - Cole County</u>						
13-K3-05-001	2013	April 05, 2013	MoDOT	0	8	8	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Non-Profit	Cole	Jefferson City - Cole County					
Other	Cole	Jefferson City - Cole County					
Group Totals:				0	8	8	0
<u>Course:</u>	<u>Other</u>						
<u>Location:</u>							
13-K3-05-001	2013	December 04, 2012	LETSAC/MoDOT	4	24	24	0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>					
Police	Buchanan						
Sheriff	Buchanan	Saint Joseph					

<u>Project Number</u> 13-K3-05-001	<u>Fiscal Year</u> 2013	<u>Training Date</u> June 29, 2013	<u>Training Provider</u> MoDOT	<u>CEU Hours</u> 6	<u># Part.</u> 26	<u>Passed</u> 26	<u>Failed</u> 0
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<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
MSHP	Cole, Pemiscot	Wardell, Jefferson City - Cole County
Police	Butler, Cooper, Lafayette, Lincoln, New Madrid, Randolph, Stoddard	Quilin, Pilot Grove, Napoleon, Elsberry, Marston, Matthews, Parma, Portageville, Lilbourn, Huntsville, Puxico, Dexter
Sheriff	New Madrid	New Madrid

Group Totals:			
	10	50	0

Location: Waynesville

13-K3-05-001	2013	July 20, 2013	Highway Safety	0	5	5	0
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<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Fire	Pulaski	Waynesville

Group Totals:			
	0	5	0

Course: PIRE

Location: Chesterfield

13-154-AL-089	2013	June 03, 2013	PIRE	6	32	0	32
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<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
MSHP	St. Louis	
Other	St. Louis	
Police	Marion, St. Louis	Hannibal - Marion County, Hazelwood, Manchester, Olivette, Crestwood, Saint Johns, University City

Group Totals:			
	6	32	0

Location: Joplin - Jasper County

13-154-AL-089	2013	May 13, 2013	PIRE	6	15	15	0
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<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
MSHP	Jasper	Joplin - Jasper County
Police	Bates, McDonald, New Madrid	Adrian, South West City, Portageville
Sheriff	Jasper, Webster	

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
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Location: Saint Joseph	2013	November 05, 2012	PIRE	6	15	15	0
13-154-AL-089							

Group Totals:

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
MSHP	Buchanan	
Police	Andrew, Atchison, Boone, Buchanan, Caldwell, Clay, Clinton, DeKalb, Livingston, Maries, Platte, St. Louis	Savannah, Rock Port, Tarkio, Columbia, Saint Joseph, Hamilton, Gladstone, Randolph, Liberty, Lathrop, Maysville, Chillicothe, Belle - Maries County, Platte Woods, Country Club Hills
Sheriff	Andrew, Atchison, Caldwell	

Group Totals: 6 31 31 0

Course: Training Conducted	2013	January 07, 2013		0	0	0	0
Location: Annapolis							
13-CP-09-003							

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Adair	Cornelsville

Group Totals: 0 0 0 0 0

Grand Totals: 3,141 27,293 3,967 37

PROJECT TITLE:

LETSAC

PROJECT NUMBER:

13-PT-02-115

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Bill Whitfield

PROJECT DESCRIPTION:

Monthly meetings were held with the LETSAC Board. Funding was used to provide lodging and meals for the Board members during monthly Board meetings. Funding from this project also provided for mailings and meeting costs. An annual law enforcement traffic safety conference was held in July 2013 providing training and information for traffic officers and commanders on the latest trends in highway safety issues. Funding was utilized to assist in the coordination of the conference.

PROBLEM IDENTIFICATION:

The Office of Highway Safety needs the input of local law enforcement to assist in major decision making areas such as training, legislation and new and innovative enforcement procedures on the horizon. In order to accomplish this, meetings, conferences and trainings must be conducted to discuss these endeavors for law enforcement. Funding is also necessary to cover regional training and conference expenses.

GOALS AND OBJECTIVES:

The goal of this project was to provide training to Missouri traffic law enforcement officers through the annual LETSAC Conference.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

The 2013 LETSAC Conference was held during the week of July 8-12, 2013 at the Resort at Port Arrowhead, in Lake Ozark Missouri. 329 officers received POST certified credit for the training, with funds from this project covering costs to the Missouri Police Chiefs Association to cover POST credit. In addition, this project funded staff and Officer of the Year recipient rooms at the conference, and paid for the awards banquet. In addition to other miscellaneous conference costs, this project funded lodging and expenses for Board members attending monthly Board meetings, printing/copying costs, and paid for the 2013 LETSAC calendars printed by the Missouri Safety Center.

Major expenses incurred by this grant include:

\$11,070 Conference Banquet
\$4,825.12 Conference Lodging
\$3,000 Bill Damph (speaker)
\$5,310.70 Graham Research Consultants (speaker)
\$3,290.00 Missouri Police Chiefs Association (POST)

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	\$35,000.00	\$33,530.95

HS CONTACT:

Scott Jones
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

Highway Safety Unit

PROJECT NUMBER:

13-PT-02-107

PROGRAM AREA:

02

JURISDICTION SIZE:

998,696

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

All Drivers

AGENCY NAME:

St. Louis County Police Dept.

AGENCY CONTACT:

Sgt. Dave Stuckmeyer

PROJECT DESCRIPTION:

The primary focus for the St. Louis County Highway Safety Unit was on Interstates 44, 55, 64, 70 and 270 throughout St. Louis County, including within municipalities. Special enforcement, such as Click It or Ticket, DWI saturation, and sobriety checkpoints, was conducted primarily on state and county arterial roadways.

The standard 28-day schedule for four of the six officers is one week of 8:00 AM - 4:00 PM, Tuesday - Saturday; one week of 8:00 AM - 4:00 PM, Monday-Friday; one week of 7:00 PM - 3:00 AM, Monday-Friday; and one week of 7:00 PM - 3:00 AM, Tuesday-Saturday. The other two officers are specialized and work straight shifts - one officer works straight day shift and focuses on education, and one officer works straight night shift (10:00 PM - 6:00 AM) and focused on DWI enforcement (until July 6, 2013, when this officer was transferred due to tenure). When possible, all officers are on day shift on the 2nd Monday and 4th Tuesday of the schedule to permit unit meetings and saturation efforts. Hours vary occasionally, depending on the needs of the Department or other special assignments. Monthly meetings are held (when possible) to discuss unit operations, upcoming special enforcement details, and other training topics.

The Unit participated in several Citizen Police Academies conducted during the year, explaining the purpose of the unit and teaching safe driving practices. The education officer made Arrive Alive presentations in 15 high schools throughout the county. One or more unit members participated in several safety fairs and other public relations events as well.

During this grant period, several press releases were published advising the media of traffic safety activities of the unit. As a result of these advisories, several interviews were conducted with radio, print and TV outlets. The unit also participated in MODOT press conferences whenever requested.

The Department requires all police officers to attend 16 hours of in-service training and 8 hours of firearms training each year. The topics of in-service training are selected by the Training Committee, and can include legal updates, defensive tactics, first aid refresher training, hazardous material response, and more. In addition to this required training, officers attended the following this grant period:

- PO Rose - MACTAC, High Tech Investigations, DWI Seminar, and LETSAC Conference;
- PO Streckfuss - MACTAC, MADD Toolbox, MO Operations Summit, Blueprint Conference, Traffic Incident Management and LETSAC Conference;
- PO Jahns - MACTAC, LETSAC Conference;
- PO Lane - MACTAC, DWI Seminar, and LETSAC Conference;
- PO Jones - MACTAC and LETSAC Conference
- PO Leavy - MACTAC, Criminal Interdiction, MADD Toolbox, DWI Seminar, and LETSAC Conference.

Due to mandatory tenure, PO Kevin Lane was transferred out of unit on 11/25/12 and replaced by PO John Cunningham. For the same reason, PO Fred Yaakub was transferred out of unit on 7/6/13 and replaced by PO Kyle Jahns.

The unit is contained within the Bureau of Patrol Support, within the Division of Special Operations. As such, the unit is made available for emergencies and other large operations, where substantial amounts of manpower are required. Officers are not radio-responsive during their regular shift; however, if they are near an emergency call, they will assist the precinct officers (the unit averages about 50 radio calls per month). The unit assists with traffic control for funeral details, parades, dignitary details, and other incidents. The number of hours spent at these non-traffic related duties is not tracked, but

reviewing the past year's special assignments, we would estimate 16-24 hours per month, per officer.

None of the equipment purchased under this grant this year was damaged or replaced.

Sobriety Checkpoints conducted by the St. Louis County Police Full-Time Unit include:

- October 5, 2012 - 5900 Telegraph
- October 11, 2012 - I-270 and Olive
- October 12, 2012 - Hawkins and Flora Del
- October 13, 2012 - 2989 Clarkson Rd
- October 31, 2012 - Reavis Barracks and Green Park
- November 2, 2012 - Highway 141 and Milldale
- November 8, 2012 - Highway 367 and Redman
- November 9, 2012 - 2989 Clarkson Rd
- November 10, 2012 - 7700 Watson Rd
- December 7, 2012 - Halls Ferry and St Cyr
- December 12, 2012 - Lemay Ferry and Fannie
- December 14, 2012 - Highway 141 and Helfrich
- December 15, 2012 - Halls Ferry and Empire
- December 15, 2012 - 14200 Lewis and Clark
- March 14, 2013 - 6300 Lemay Ferry Rd
- March 15, 2013 - 8430 Gravois Rd
- March 16, 2013 - Highway 367 and Redman
- March 29, 2013 - 1399 North Highway Dr
- April 17, 2013 - Olive and I-270
- April 18, 2013 - Lemay Ferry and Fannie
- April 19, 2013 - 6700 N. Lindbergh
- April 19, 2013 - Highway 367 and Parker
- May 4, 2013 - Lemay Ferry and Fannie
- May 17, 2013 - Olive and Woodcrest (Creve Coeur host)
- May 17, 2013 - Olive and I-270
- May 18, 2013 - 13500 Big Bend
- June 20, 2013 - Dougherty Ferry and Barrett Station
- June 21, 2013 - I-55 and Lindbergh
- June 22, 2013 - 8430 Gravois
- June 22, 2013 - Reavis Barracks and Villardidge
- July 3, 2013 - 6700 N. Lindbergh
- July 3, 2013 - Highway 367 and Parker
- July 4, 2013 - Highway 141 and Milldale
- July 19, 2013 - I-64 and Boone's Crossing (Chesterfield host)
- August 24, 2013 - Hawkins and Flora Del
- August 30, 2013 - I-55 and Butler Hill
- August 30, 2013 - I-255 and Lemay Ferry
- September 20, 2013 - Highway 141 and Olive (Chesterfield host)
- September 20, 2013 - Olive and Fernview (Creve Coeur host)
- September 27, 2013 - 180 S. Weidman
- September 27, 2013 - Dougherty Ferry and Carman
- September 28, 2013 - 1399 N. Highway Drive

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2008-2010, there were 1,239 fatalities resulting from aggressive drivers. Of those fatalities, 40.8% resulted from exceeding the speed limit, 56.5% resulted from driving too fast for conditions, and 4.5% from following too close. Also, during the same time frame there were 800 people killed and 3,310 were seriously injured from impaired driving.

GOALS AND OBJECTIVES:

Goal:

To decrease aggressive driving-related fatalities by 2 percent annually to:

- 357 by 2010
- 350 by 2011
- 343 by 2012

Objective:

Develop and implement a plan that focuses on hazardous moving violations (such as speeding, following too closely, driving too fast for conditions, red-light running, improper lane changes, and failure to yield) at high crash locations and corridors.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From 2009 to 2011, fatal crashes in St. Louis County have decreased from 50 to 47, and personal injury crashes have decreased from 5,852 to 5,545. In unincorporated areas, fatal crashes have decreased from 18 to 13 and personal injury crashes have decreased from 1,448 to 1,239.

Individual officers' performance is as follows (in number of citations):

Dave Rose, 518 Stops, 6 DWIs, 354 HMTV, 169 Seat Belt
Karl Streckfuss, 617 Stops, 11 DWIs, 350 HMTV, 187 Seat Belt
Fred Yaakub, 570 Stops, 184 DWIs, 276 HMTV, 40 Seat Belt
Kevin Lane, 145 Stops, 5 DWIs, 34 HMTV, 6 Seat Belt
Rod Jones, 1,190 Stops, 12 DWIs, 753 HMTV, 453 Seat Belt
Nick Leavy, 861 Stops, 14 DWIs, 607 HMTV, 235 Seat Belt
John Cunningham, 1,893 Stops, 41 DWIs, 886 HMTV, 877 Seat Belt
Kyle Jahns, 560 Stops, 5 DWIs, 399 HMTV, 68 Seat Belt

See attached Enforcement Statistics Page for citation and checkpoint totals.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	\$304,387.00	\$238,150.66

Enforcement Statistics

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2013	
Agency: St. Louis County Police Dept.			
Project: Highway Safety Unit		Project Number: 13-PT-02-107	
Enforcement Period Start Date: 10/1/2012		Enforcement Period End Date: 9/30/2013	
Enforcement Activity: SUMMARY			
DWI Alcohol Arrests: 169		Warnings	
DUI Drug Arrests: 0		Warn Following Too Close: 15	
Following too Close: 36		Warn Stop Sign: 0	
Stop Sign Violation: 3		Warn Signal Light Violation: 4	
Signal Light Violation: 21		Warn Fail To Yield: 0	
Fail to Yield: 14		Warn C & I Driving: 0	
C & I Driving: 36		Warn Speeding: 427	
Speeding: 3,388		Warn Other HMV: 267	
Other HMV: 293		Total HMV Warnings 713	
Total HMV 3,960			
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt 65	
Seat Belt: 2,845		Warn Child Restraint: 0	
Child Restraint: 31		<i>Warn MIP Violations: 0</i>	
<i>MIP Violations: 20</i>		<i>Warn Open Container: 0</i>	
<i>Open Container: 0</i>		<i>Warn Zero Tolerance: 0</i>	
<i>Zero Tolerance: 1</i>		<i>Warn Fake ID: 0</i>	
<i>Fake ID: 0</i>		<i>Warn Other Liquor Law: 0</i>	
<i>Other Liquor Law: 0</i>		Warn Suspended/Revoked Licenses: 0	
Suspended/Revoked Licenses: 350		Warn No Operator's License 0	
No Operator's License: 3		Warn Uninsured Motorist: 23	
Uninsured Motorist: 417		Warn Other NON-HMV Violations: 48	
<i>Felony Arrests: 45</i>		Total NON-HMV (Warnings) 136	
<i>Drug Arrests: 58</i>		Total Violations (Warnings) 849	
<i>Stolen Vehicles Recovered: 1</i>			
<i>Fugitives Apprehended: 81</i>			
Other Non-HMV Violations: 327			
Total Non-HMV 3,973			
Total Violations (Citations) 7,933			

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2013	
Agency: St. Louis County Police Dept.			
Project: Highway Safety Unit		Project Number: 13-PT-02-107	

Number of Sobriety Checkpoints: 0 BAC Given: 93 Refused: 69 Field Tested SFST: 282 Drug Influence Evaluation: 0 Blood Draws: 3 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">16-20</td> <td style="width: 15%;">21-29</td> <td style="width: 15%;">30-39</td> <td style="width: 15%;">40-50</td> <td style="width: 15%;">50+</td> </tr> <tr> <td>17</td> <td>73</td> <td>36</td> <td>25</td> <td>14</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	17	73	36	25	14	Number of Vehicle Stops: 7,588 Number of Hours: 5,618 Enforcement Cost: 0.00 Performance Stops Per Hour: 1.04 Cost Per Citation: 0.00 Cost Per Stop: 0.00
16-20	21-29	30-39	40-50	50+							
17	73	36	25	14							

Media Coverage:

☐ Radio
☐ TV
☐ News Releases
☒ Press Conference
☐ Web Site
☒ Print Media

Other:

Location, activity or comments:

Youth Alcohol Only Party Calls: 0 Disturbances: 0 Compliance checks: 0 Number of Contacts: 0	Full Time Grant-Funded Units Hours on Enforcement: 6,132 Hours in Court: 33 Hours in Training: 958 Hours on Leave: 1,833 Hours in Outreach: 451 Other Hours: 2,585 Total Hours: 11,992
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Reporting Officer's Name:

PROJECT TITLE:

TWEEN Safety Program

PROJECT NUMBER:

13-PT-02-001

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

The TWEEN Safety Program will target children ages of 8 through 12 years old and their parents. The project consists of intervention programs designed to educate parents and their kids regarding general traffic safety.

Suggested programs are created with specific age groups in mind. For younger TWEENS between the ages of 8 and 10, activities such as "Spot theTot", "Trunk Entrapment", "Safety Belt Fit Test" and "Never Leave your Child Unattended" provide information critical to keeping kids safe in and around vehicles. For all TWEENS and older TWEENS, the focus will be to learn about basic airbag safety and proper safety belt usage.

The activities and related information will be primarily facilitated through school assemblies, after school programs, safety fairs, and summer programs. Each program will have printed material with the target age groups for students and parents. Focus groups will be conducted prior to the programs to gather ideas to best fit the needs of the TWEEN population and their parents. The Program Coordinator will be responsible for the completion of these focus groups.

Finally, if possible, the Coordinator will distribute and collect pre and post tests or another selected form of evaluation that will be completed by students and/or parents following the completion of activities. Results would then be compiled into descriptive reports.

PROBLEM IDENTIFICATION:

At a young age, too many children are still riding in the front seat of a vehicle and often without any type of restraint, child safety seat or safety belt. In addition, this puts a number of children at risk of airbag-related injuries and deaths. While child safety seats and booster seats for children under 8 years of age are being used more often, children 8 through 12 years of age are at a greater risk of danger because of the lack of education about restraint use and airbag safety. These children are the drivers of the future, and the foundation for safety belt use needs to occur at this level before they are behind the wheel of a vehicle.

In 2009, there were 8 fatalities in Missouri (5 fewer than the previous year), however, the disabling injuries for this age group increased by 55 during the same time frame. While a multitude of programs and other resources have been directed toward child restraint or booster seat use by younger children, there is not enough focus on ensuring that TWEENS ride properly restrained.

GOALS AND OBJECTIVES:

To reduce the number of fatalities and injuries of children between the ages 8 through 12.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Over 4,000 students were reached at 24 locations. Funds were used to pay honorarium fees and travel expenses for presenters, and for incentive items with a safety message for participating students (arrive alive t-shirts).

Clients served:

200 St. Louis Health Fair St. Louis Lance and Jo
 100 Pierce City 4-5th Grade Pierce City Lance and Heath
 225 Carl Junction 4-6 grade Carl Junction Lance and Heath
 225 Carl Junction 2-3rd grade Carl Junction Lance and Jo, Jim
 120 Boys and Girls Club Joplin Lance and Kevin, Jim
 200 West Central Elem Joplin Lance and Heath, James
 117 Seneca Middle (5th grade) Seneca Lance and Heath, James
 254 Cecil Floyd 3-5 Joplin Lance and Kevin
 300 Kelsey Norman Joplin Lance and Kevin
 277 McKinley Elem Joplin Kevin and Jo
 78 Carthage Steadley Elem Carthage Lance and Kevin
 300 Cecil Floyd K-2 Joplin Lance and Kevin
 180 Highlandville Elemen Highlandville Lance and Heath
 151 Sign up Saturday, MSSU Joplin Lance and Grace
 350 Hickory Hills Elem, Spfld Springfield Lance and Heath
 134 Pleasant Hope Elementary Pleasant Hope Lance and Heath
 250 Pleasant Hope Middle School Pleasant Hope Lance and Heath
 124 Joplin Y Kids Day Joplin Lance and Grace
 120 Westview Westview Lance and Heath, James
 225 Wills Place Joplin Lance and Jo
 WhiteRock 5-8 White Rock Kevin
 Family Roundup Carosel Park Joplin Lance and Grace

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$20,000.00	\$10,180.00

HS CONTACT:

Pam Hoelscher
 P.O. Box 270
 830 MoDOT Drive
 Jefferson City, MO 65102
 1-800-800-2358

PROJECT TITLE:

Traffic Safety Officer

PROJECT NUMBER:

13-PT-02-019

PROGRAM AREA:

02

JURISDICTION SIZE:

70,068

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Platte County Sheriff's Office

AGENCY CONTACT:

Sgt. Chad Phillips

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2008-2010, there were 1,239 fatalities resulting from aggressive drivers. Of those fatalities, 40.8% resulted from exceeding the speed limit, 56.5% resulted from driving too fast for conditions, and 4.5% from following too close. Also, during the same time frame there were 800 people killed and 3,310 were seriously injured from impaired driving.

GOALS AND OBJECTIVES:**Goal:**

To decrease aggressive driving-related fatalities by 2 percent annually to:

- 357 by 2010
- 350 by 2011
- 343 by 2012
- 336 by 2013

Objective:

Develop and implement a plan that focuses on hazardous moving violations (such as speeding, following too closely, driving too fast for conditions, red-light running, improper lane changes, and failure to yield) at high crash locations and corridors.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or

purchased)

- Other (any other information or material that supports the Objectives)

7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Full-Time DWI/Traffic Unit FY2013 Annual Report

Law enforcement agencies with full-time DWI or Traffic Officers are required to complete and send an annual report for Fiscal Year 2013 (October 2012 - September 30, 2013). Please provide information to the following questions and return to Marcus D. Holmes by November 9, 2013.

1. What roadways did your agency focus the enforcement details?
 - a. The primary focus was put on the state highways, primarily M-45, M-92, M-273 with some enforcement on I-29, I-435 and M-9. We also put minor emphasis on the arterial county roads, primarily Humphreys Rd. and Jones-Myer Rd.
2. What schedule did your officers/deputies work (time of day and day of week)?
 - a. All the officers worked a variation of days and evenings with Sunday and Monday off. Currently Deputy Alvord works Tuesday, Wednesday and Thursday from 0700-1500 and Friday and Saturday from 1900-0300.
3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes? We talk with Deputy Alvord on regular basis about his assignment but there is no set schedule for review with the exception of his semi-annual performance evaluations.
4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit? None
5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.) None. We plan on dedicating some future checkpoints to various DWI accident victims in an attempt to intensify media coverage.
6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?
 - a. Deputy Katherine Smith - None while assigned as a traffic officer.
 - b. Deputy Benny Avery - Use of force, semi-annual defensive tactics and firearms qualification and constitutional law update.
 - c. Deputy Steve Alvord - Type III breathalyzer training, dealing with intoxicated people, Using OC spray, defensive driving, sexual harassment and DWI statute update.
7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.
 - a. Deputy Katherine Smith was the traffic officer October and November, 2012.
 - b. Deputy Benny Avery was the traffic officer from December 2012 to June 15, 2013.
 - c. Deputy Steve Alvord has been assigned since June 16, 2013.
8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain. No.
9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year? No.
10. At the Full Time Unit Workshop held in January 2013 each unit was informed they must host a minimum of six sobriety checkpoints each year (though strongly encouraged to host twelve). Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency

assisted at.

- a. April 26, 2013 - M-9 Hwy and Maddox Rd.
- b. May 31, 2013 - PrairieView Rd. and Crystal Pool Dr.
- c. June 21, 2013 - M-152 and Platte Purchase Dr.
- d. August 9, 2013 - M-273 and Sexton Rd.
- e. August 9, 2013 - M-45 and the Bee Creek bridge
- f. August 31, 2013 - Z Hwy and Commercial St.
- g. September 13, 2013 - M-9 Hwy and Maddox Rd.

All sobriety checkpoints were hosted by the Platte County Sheriff's Dept. Some utilized help from various other agencies.

11. Please list each officer/deputy individually and the number of vehicle stops, DWI arrests, HMV citations, and seatbelt citations they had during the grant year.

- a. Deputy Katherine Smith, 230 stops, 1 DWI arrest, 123 HMV citations, 9 seatbelt / child restraint citations.
- b. Deputy Benny Avery, 1001 stops, 9 DWI arrests, 548 HMV citations, 26 seat belt / child restraint citations.
- c. Deputy Steve Alvord, 642 stops, 3 DWI arrests, 458 HMV citations, 5 seat belt / child restraint citations.

12. Has your county/city had an increase or decrease in fatal and injury crashes the past three years? If you're experiencing an increase please explain your strategy to reduce them. The number of injury and fatal accidents has remained relatively the same in the past three years with only a fourteen accident difference between the lowest and highest year. In the three year period of 2010 thru 2012 in Platte County there was 1389 injury and fatality accidents. Those accidents injured 1830 people and killed 40. The years break down as follows. In 2010 there were 457 injury or fatality accidents that injured 640 people and killed 13. In 2011 there were 471 injury or fatality accidents that injured 621 and killed 13. In 2012 the numbers were 461 accidents, 640 injured and 13 killed. In 2013 we have put a major emphasis on traffic enforcement. Year to date through October traffic citations issued is up 8.2% and driving while intoxicated arrests are up 16.3%. With increased enforcement we hope and anticipate these numbers will decline.

13. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements? Our main requirement is funding for manpower to aggressively enforce the traffic laws. I think the above statistics clearly show that there is a strong need for dedicated traffic enforcement, specifically dedicated DWI enforcement deputies patrolling Platte County on a full time basis. With our low staffing and high call volume it is impossible for us to provide adequate enforcement without outside assistance. It is our intention, on the next cycle, to attempt to get funding for a full time DWI enforcement car.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$20,434.50	\$18,056.70

HS CONTACT:

Marcus Holmes

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2013
Agency:	Platte County Sheriff's Office		
Project:	Traffic Safety Officer	Project Number:	13-PT-02-019

Enforcement Period Start Date:	10/1/2012	Enforcement Period End Date:	11/25/2013
Enforcement Activity:	SUMMARY		
DWI Alcohol Arrests:	12	Warnings	
DUI Drug Arrests:	0	Warn Following Too Close:	1
Following too Close:	5	Warn Stop Sign:	2
Stop Sign Violation:	23	Warn Signal Light Violation:	8
Signal Light Violation:	7	Warn Fail To Yield:	1
Fail to Yield:	2	Warn C & I Driving:	0
C & I Driving:	4	Warn Speeding:	136
Speeding:	930	Warn Other HMV:	19
Other HMV:	146	Total HMV Warnings	167
Total HMV	1,129		
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt	0
Seat Belt:	32	Warn Child Restraint:	0
Child Restraint:	8	Warn MIP Violations:	0
MIP Violations:	2	Warn Open Container:	0
Open Container:	0	Warn Zero Tolerance:	0
Zero Tolerance:	0	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	43	Warn No Operator's License	0
No Operator's License:	12	Warn Uninsured Motorist:	13
Uninsured Motorist:	230	Warn Other NON-HMV Violations:	95
Felony Arrests:	0	Total NON-HMV (Warnings)	108
Drug Arrests:	16	Total Violations (Warnings)	275
Stolen Vehicles Recovered:	0		
Fugitives Apprehended:	3		
Other Non-HMV Violations:	398		
Total Non-HMV	723		
Total Violations (Citations)	1,852		

Program: TRAFFIC ENFORCEMENT APPLICATION				Fiscal Year: 2013	
Agency: Platte County Sheriff's Office					
Project: Traffic Safety Officer				Project Number: 13-PT-02-019	

Number of Sobriety Checkpoints: 2 BAC Given: 7 Refused: 1 Field Tested SFST: 9 Drug Influence Evaluation: 0 Blood Draws: 1 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 16.6%;">16-20</td> <td style="width: 16.6%;">21-29</td> <td style="width: 16.6%;">30-39</td> <td style="width: 16.6%;">40-50</td> <td style="width: 16.6%;">50+</td> </tr> <tr> <td>0</td> <td>3</td> <td>1</td> <td>2</td> <td>1</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	0	3	1	2	1	Number of Vehicle Stops: 1,873 Number of Hours: 1,819 Enforcement Cost: 14,931.70 Performance Stops Per Hour: 1.04 Cost Per Citation: 6.89 Cost Per Stop: 7.99
16-20	21-29	30-39	40-50	50+							
0	3	1	2	1							

Media Coverage:

☐ Radio
☐ TV
☒ News Releases
☒ Press Conference
☐ Web Site
☐ Print Media

Other:

 Location, activity or comments:

Youth Alcohol Only Party Calls: 0 Disturbances: 0 Compliance checks: 0 Number of Contacts: 0	Full Time Grant-Funded Units Hours on Enforcement: 1,533 Hours in Court: 29 Hours in Training: 31 Hours on Leave: 382 Hours in Outreach: 0 Other Hours: 0 Total Hours: 1,975
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Reporting Officer's Name:

PROJECT TITLE:

PI creative services

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

13-PT-02-116

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Mr. Bill Whitfield

PROJECT DESCRIPTION:

This funding would be used for professional marketing and advertising services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include television and radio scripts and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for created products.

PROBLEM IDENTIFICATION:

It takes a strong marketing message to reach Missouri motorists about the importance of buckling up, driving sober, etc. Funding for creative services will allow the use of the creative ideas and professional services of an advertising agency for a variety of campaigns including Click It or Ticket, impaired driving, teen safety belts, motorcycle safety, etc

GOALS AND OBJECTIVES:

To craft an effective message to reach Missourians with our safety messages and change behavior.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

This funding was used to create and produce two :15 pre roll videos for the 2014 Youth Seat Belt Campaign, titled "That Could Kill You."

FUNDING:**AWARDED AMOUNT:****DISBURSED AMOUNT:**

\$30,000.00

\$30,000.00

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Emergency Responder Training

PROJECT NUMBER:

13-EM-02-001

PROGRAM AREA:

02

JURISDICTION SIZE:

5,900,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Mr. Craig David

PROJECT DESCRIPTION:

Within the next 12 months, MU FRTI will offer the following courses six times each to a total of approximately 600 firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

Emergency Vehicle Driver Training (16 hours)

The learning objective of this course is to reduce the risk of accidents involving responders and citizens by making sure new and existing emergency vehicle drivers develop safe and competent driving skills. This course incorporates the major elements of a comprehensive driver training and safety program, including classroom instruction, a competency course and testing. The intent of the Emergency Vehicle Driver Training course is to teach the students to use their own thought processes and make them aware of the tragedy, financial loss, legal and moral responsibilities they have when operating emergency vehicles.

The course meets portions of NFPA 1002, Standard on Fire Apparatus Driver/Operator Professional Qualifications, and NFPA 1500, Standard on Fire Department Occupational Safety and Health Program. The course has been approved for: Missouri POST Program - approves this General Law Enforcement Course for continuing education in the area of 6 hours Technical - 3 hours Legal - 3 hours Skill; also approved by EMS for CEUs-Preparatory-16.

Traffic Control for the Emergency Responder (8 hours)

In today's "legally accountable" society, simply shutting the roadway down around an accident has become an unacceptable practice. This course is designed to provide all emergency responders with a basic knowledge of response and traffic control techniques, so they can effectively manage the safety of all on-scene personnel and the motoring public. Topics include understanding legal aspects of traffic control by emergency responders, apparatus response and positioning and proper scene and traffic control techniques.

Using video and photo presentations, case studies and practical exercises, the student will develop the necessary skills to safely and effectively control traffic movement through an emergency incident while limiting exposure to the emergency responder. This course meets applicable portions of NFPA 1006, Rescue Technician Professional Qualification, 2003 - Chapter 5-2.3 Common types of rescuer and victim risks; scene control barriers, and Chapter 8-1.2 Traffic control flow and concepts. This course has been approved for: Missouri POST Program approves this General Law Enforcement Course for continuing education in the area of 2 hrs Technical-2 hrs Legal-4 hrs Skill; also approved by EMS for CEUs-Preparatory-8.

Vehicle Rescue: Technician (16 hours)

Today vehicle extrication is as much a part of the fire service as firefighting. Therefore, MU FRTI offers a course to teach the tools and techniques required to remove an entrapped victim from a vehicle accident. The learning objective of this course is to teach emergency responders to establish scene control and successfully implement rescue mitigation procedures for handling a vehicle incident involving rescue. Emphasis is on proper use of powered and manual rescue tools and air bags, coordination with EMS personnel, vehicle designs, IMS and safety considerations.

Participants will have the chance to apply these techniques in practical applications. This course meets Chapter 8 of NFPA 1006, Vehicle and Machinery Rescue Technician, 2003 edition. This course will meet the vehicle extrication requirements for Firefighter I certification through the Division of Fire Safety. The course has been approved for: EMS CEUs-Non Core-16.

Electric Vehicle Safety for First Responders (4 hours)

The National Fire Protection Association's (NFPA) Electric Vehicle Safety Training will provide firefighters and first responders with the information and materials necessary to respond to emergency situations involving electric vehicles. This training will help first responders identify electric vehicles and respond to common hazards. Topics include: myths versus reality with regard to hybrid electric vehicles (HEV), plug-in hybrid electric (PHEV) and electric vehicle safety concerns (EV); basic electric concepts and hazards; vehicle systems and safety features; initial response procedures; and emergency operations. The course provides for student interaction and the use of scenarios to expand on the learning principles established in the course.

This course meets applicable portions of NFPA 1006 Standard for Technical Rescuer Professional Qualifications, 2008 edition; Chapter 8 - Vehicle Search and Rescue and Chapter 10 - Vehicle and Machinery Rescue NFPA 1670 Standard on Operations and Training for Technical Search and Rescue Incidents, 2008 edition, Chapter 8 - Vehicle Search and Rescue. Missouri POST Program approves this General Law Enforcement Course for 4 hours of continuing education in the technical area.

Educational Project Components

MU FRTI is a statewide fire training system provider for Missouri with a long and successful history of providing accredited competency-based fire and emergency response training for Missouri's emergency first responders. In past years, MU FRTI has been the provider of highway safety training to the Missouri Department of Transportation through a subcontract with the Division of Fire Safety. This year, through mutual agreement with the Division of Fire Safety, MU FRTI is applying directly to the Missouri Department of Transportation to provide the same high quality course delivery.

All courses will be taught by qualified instructional faculty of MU FRTI and will use only curricula that follow current national standards related to fire and emergency services. The MU FRTI faculty members are both full-time and part-time instructors that are certified to teach under the auspices of the Institute. The instructional faculty will be supervised and evaluated. Instruction outcomes will be monitored through direct audits and review, as well as student feedback gathered from course evaluations.

To ensure adequate enrollment and equal opportunity/access, MU FRTI will advertise the courses and provide guidance through the enrollment process to all interested parties. Descriptions of the courses, training locations and dates, and other information related to the courses will be posted on the web, sent via electronic messaging and regular mailings. Students who successfully complete the course requirements will receive a certificate of completion. MU FRTI will maintain all student records in a permanent database.

PROBLEM IDENTIFICATION:

Fire and emergency responders in Missouri are called to the scene of approximately 73 highway related incidents per day. And, each time they respond they have the opportunity to reduce the severity of these incidents and possibly prevent a highway fatality. In each of these incidents the safety of the individuals involved and the first responders themselves are at stake. Reducing injuries and fatalities in highway incidents where fire safety personnel are called can only occur through continued training of first responder personnel.

The National Fire Incident Reporting System indicates that in 2011 there were over 26,000 requests for fire and rescue assistance on the highways of Missouri -- an average of 73.5 responses per day (see Table 1). The true numbers are surely even higher and the need for training even greater, because only 84% of the departments in Missouri participate in the reporting system.

Table 1. Number of and type of highway emergency data from the National Fire Incident Reporting System, 2011

Total Requests for assistance on MO Highways: 26,850

Motor vehicle crashes with injuries: 11,465

Motor vehicle crashes: 9,504

Extrication rescues (vehicle and other): 928

Vehicle fires (passenger vehicles and other): 3,135

Motor Vehicle/Pedestrian Crash: 781

Vehicle Crash cleanup: 1,037

The incidents Missouri firefighters and emergency personnel are dispatched to are numerous and involve thousands of lives. Specific data drawn from the National Fire Incident Reporting System for 2011 indicate that 45% of the highway accidents involve injuries; this translates to 12,246 highway incidents in Missouri last year where injuries were involved and first responders were dispatched (see Table 1). A conservative estimate of two injured persons per incident means Missouri first responders come into contact with nearly 25,000 injured persons a year. In these cases, first responders have the opportunity to minimize harm and save lives. Training helps them do this.

Specifically, when fire and rescue personnel respond to motor vehicle crashes with injuries, they are working against the clock to treat injuries and extricate trapped individuals from the wreckage. If victims arrive at a Trauma Center within an hour from when the accident occurred, their likelihood of survival dramatically increases. Properly trained emergency personnel who can respond quickly means better treatment and survival of traffic crash victims.

Firefighters also respond to vehicle and equipment fires along highways. By responding to these calls, the fire departments extinguish the fires, eliminating the many hazards to the roadways and passing vehicles. By using proper techniques for fire apparatus placement and traffic control, the emergency responders lessen the potential for additional crashes resulting from secondary collisions.

New emerging technologies designed to improve transportation while addressing environmental issues have created new potential hazards in the event of a vehicle crash. Electric and hybrid vehicles are becoming more prominent on the state's highways, which increases the odds they will become involved in a traffic crash. Compared to traditional vehicles, these types of vehicles have additional potential hazards in a traffic crash situation due to vehicle design and the battery/electrical systems they use. If proper emergency procedures are not followed, these potential hazards can create a risk to vehicle occupants and the first responders that are performing rescue. Training of emergency personnel to respond to and safely perform rescue and mitigation of emergencies involving these new technologies is essential.

In addition to the individuals involved in highway crashes, the fire safety personnel are also at high risk during highway incidents. National injury and death statistics for firefighters responding to and working accidents along highways clearly show that training must be provided to respondents themselves in order to improve their own safety. The most recent data (2011) from the National Fire Protection Association indicates that 6% of all firefighter injuries occurred while they were in transit, either responding to or returning from a call. In addition, three firefighters died while responding to or returning from calls.

Translating these national figures to Missouri means that across 25,577 emergency response calls to Missouri highways, there is the potential for over 1,500 injuries to first responders. This data makes clear that properly training first responders is a highway and road safety issue.

In Missouri this is especially important because 80% of emergency first responders are volunteers. This means that along Missouri highways, especially in rural areas, it is most often citizens protecting other citizens — and both deserve to be protected. Better training Missouri's committed force of first responders, both volunteer and career service personnel, will enable them to continue to do their jobs safely and continue protecting the public.

GOALS AND OBJECTIVES:

GOAL: To improve the safety of the responders and the survival outcome for victims involved in highway crashes and emergencies.

OBJECTIVES: Within the next 12 months, MU FRTI will offer highway safety-related training to firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
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6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The University of Missouri Fire and Rescue Training Institute conducted Electric Vehicle Safety for First Responders; Emergency Vehicle Driver Training; Highway Safety for Emergency Service Personnel; and, Vehicle Rescue: Technician. Each course was offered six times at host locations across the state.

The outcomes of this training produced: 24 courses delivered, 526 responders trained, for a total of 5,608 student instructional hours. Responders from 50 counties participated in the training. Funds expended were \$32,970, which was the total allocation to MU FRTI. Based on the available funding, the project results/outcomes were successful in providing the identified emergency response training for highway emergencies.

In review of student data voluntarily collected from course participants, it was found that overall the student composition for the project was 92% representing the fire service, 1% law enforcement, 6% emergency medical service, and 1% other emergency responders. Regarding occupation status, 23% were career and 77% were volunteer. This should be expected as approximately 80% of the state's fire service is volunteer and fire service personnel made up 92% of the students.

Also the data showed that emergency responders understand the importance of continuing education and training throughout their time as career or volunteer fire and emergency service responders. Based on FY13 student data, 15% of MU FRTI students had less than one year of in-service experience, while 56% had 1 to 10 years, 18% had 11 to 20 years, and 11% had over 20 years of in-service experience. Regarding the level of formal education that student participants had completed, the highest percentage was high school graduate at 46%. The next highest category was "Some College" at 36%. There were also 8% that indicated no high school diploma.

To judge the effectiveness of each course that MU FRTI presents, a course evaluation is completed by each student in the course. The evaluation form provides the opportunity for the student to give feedback through answering questions regarding six areas that include: course, visual materials, activities, printed materials, instructor(s), and classroom. A numerical rating scale is used to tabulate responses on a scale of 0 - 4 which corresponds to a letter grade of "F" to "A". MU FRTI's overall customer satisfaction rating for the courses conducted under the MODOT Highway Safety Grant was a 3.5 equating to a "B+" average.

In addition to this report, information on this project was published (based on MU FRTI fiscal year) along with recognition of funding support from MODOT, in the MU FRTI 2013 Annual Report, which is also available on line at: www.mufrti.org/pdf/Annual_Report_2013.pdf (page 16).

MU FRTI gratefully acknowledges the important partnership and support provided by MODOT that enables no cost training opportunities for Missouri's emergency service first responder through subsidized funding. Enabled by this training, Missouri's emergency responders have made a significant impact on the protection of lives and property of the citizens of our state and nation.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$32,970.00	\$32,970.00

HS CONTACT:

Jackie Rogers
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

Crisis Point: Older Driver Transitions

PROJECT NUMBER:

13-DL-02-002

PROGRAM AREA:

02

JURISDICTION SIZE:

5,900,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Ms. Karen Geren

PROJECT DESCRIPTION:

Project Overview:

This project integrates individualized, volunteer-based driver transitioning programs for elders into the practice of Missouri health care providers, notably two large Level 1 Trauma hospitals and their associated rural clinic networks. For the grant period, both sites will integrate programs that encourage at-risk drivers to change patterns in their mobility (e.g., retiring from driving, pursuing rehabilitation, or trying alternatives) into the hospitals' discharge and clinical practices. The University of Missouri and Mercy health systems draw patients from a broad swath of central and southwestern Missouri, and have a deep rural Missouri reach.

This program arises from research on Mobility Transition Counseling (MTC) that is defined as a "collaborative, professional intervention to facilitate and implement a planned transition for optimal personal mobility" (<http://www.umsl.edu/mtci>). Drs. Tom Meuser (University of Missouri - St. Louis) and Marla Berg-Weger (St. Louis University) recently developed a MTC model that has received national recognition (Berg-Weger, 2011; Meuser, 2011).

The ideas of that model, which were established through research, are ripe for translation into a practical program in community organizations and real-world settings. Additionally, both hospitals will implement and test a short fitness to drive assessment (Carr et al., 2011) that helps identify the most dangerous older drivers. Hospitals and health care clinics are ideal settings for an applied program that makes proven science available to Missourians.

Encouraging safe mobility is critical to highway safety and older drivers because evidence suggests that, unlike other problem areas in highway safety (e.g., distracted driving), errors of older drivers are often associated with medical impairment (Sims, McGwin, Allman, Ball, & Owsley, 2000). Intervention efforts for older adults must target the frailest, most medically compromised individuals to have a broad impact on highway safety. Of course, frail, medically at-risk older adults receive care from the partners in this grant.

An individualized program will be offered to medically at-risk older adult patients, or those who are suspected of being unfit to drive. This program will rely on care provider (e.g., nurse, social worker, or physician) referrals, and interested older adults from the community, who are not under hospital care, will also be accommodated in-person or online.

Additionally, traditional education and outreach efforts may be less effective for older adults if materials are presented in a threatening or patronizing manner. Older adult volunteers will be trained using materials developed by the hired experts and project staff to help older patients face mobility transitions in a sensitive manner. Volunteers are already an established part of the partnered organizations. At the University of Missouri hospital, for instance, 515 volunteers contributed over 82,000 hours in 2011 alone! The proposed method resembles the natural transmission of mobility information in the community: peer-to-peer advice and recommendations about transportation alternatives and how to navigate the transition away from driving. The process will help older adults:

- 1) Understand impairment and driving risk (using validated assessments and evidence-based materials),
- 2) Make an "inventory" of personal resources and alternative transportation,
- 3) Make empowered decisions about ceasing to drive when necessary, and

4) Take actual steps toward safer mobility

Community Need:

Hospitals can serve an integral role in elder highway safety because of the type and volume of older adults that they serve. Despite the hospital's respected position in the community it is often overlooked as a point of safety intervention, even while many patients face critical mobility transitions. The University of Missouri and Mercy health systems partner hospitals serve over 50,000 older adults annually, and recent estimates suggest that 20% of older hospital patients fail driver screening tests (Baird et al., 2010). Therefore, this project is projected to impact up to 10,000 of the highest-risk older drivers in Missouri annually.

The impact will range from verbal information about the program website, to peer-to-peer counseling sessions depending upon the older patient's interest and need. The proposed intervention will focus on ensuring safe mobility of the older adult. In some cases, this may mean driving cessation, but others may benefit from self-regulation or rehabilitation (occupational therapy or driver safety training). The process is designed to help older adults identify their current status, the safest solution, and take action to achieve it.

Demographics & Diversity:

Hospital clients are defined by the diversity of Missouri communities. All ethnicities, races, and languages are represented by recipients of healthcare services. We will deliver written and verbal counseling materials to Spanish speaking older adults through the University of Missouri Hospital's Language Services (available statewide), and have the capacity to offer materials and services in nearly any spoken language as the need arises.

Advisory Group:

Collaborative efforts are necessary, and the development of this program will be counseled by an advisory group comprised of key stakeholders (aging services professionals, hospital personnel, older adults, and an older peer volunteer). The group will provide input on the program's development, implementation, and evaluation and help the project staff overcome challenges as they arise. The advisory group will also help to make the final program broadly applicable to various healthcare and aging services settings, in order to excel in dissemination and replication.

Volunteer training:

Peer advisors who lead the program encounters with at-risk older drivers are a key to the project's success. Expert consultants will be utilized to help develop the training materials for volunteers as well as oversee development of all project materials.

Additionally, a rural health and safety expert will be utilized to make project materials relevant to rural communities. Studies indicate that not all interventions developed in urban contexts translate to rural populations (Nelson, 1980), and this may be especially relevant for topics related to transportation. Telehealth technology, available through the University of Missouri health system, will be used to reach rural elders in clinics that may not be within traveling distance of peer volunteers. Telehealth technology is high-quality, secure, and widely available throughout the state.

Student project staff will be used to help recruit, train, and support older peer volunteers and administer the short assessment of fitness to drive. One of the primary complaints of older volunteers is a lack of schedule flexibility in volunteer roles. Among other tasks, the student project staff will help to coordinate schedules and sessions so that volunteers will not encounter this problem.

Moreover, University of Missouri will ensure that volunteer training materials and all other project materials align with the science of mobility transition counseling by using Drs. Berg-Weger and Meuser as consultants to the project. Those experts will also ensure that the session process and evaluation strategies ensure valid and accurate assessments of the efforts.

Sustainability:

Volunteer counselors and student staff will substantially reduce the costs of this program. The established and committed network of volunteers helps ensure sustainability. As the program matures, establishment of a modest fee structure is expected for one-on-one counseling. Initial development costs will be much greater than sustained operations.

Replication:

University of Missouri will develop a program that can be incorporated into any hospital or health care setting in Missouri so

that future expansion is ensured. Health systems are already grappling with older patients with driving problems. Efforts that help to address this problem, and perhaps lower readmission rates or poor outcomes, will be welcomed by many administrators and decision-makers. Hospital reimbursement is based upon health markers that relate to mobility and driving. It is anticipated that other service delivery agencies that focus on older Missourians will also have interest in the program.

Timeline:

Phase 1: Planning and Assessment; 4 months: Oct. 2012-February 2013

- Community Conversation
- Develop program materials/outcome measures
- Volunteer recruitment/training

Phase 2: Implementation; 7 months: March 2013-Sustained

- User feedback and continuous improvement of program
- Stakeholder updates
- Press conference(s)

Phase 3: Action Plan and Evaluation; 2 months: August and September, 2013

- Dissemination — website materials; public outreach; health system outreach
- Stakeholder feedback
- Replication - results sharing with other health systems and aging services providers.

Encounters with Medically Impaired Older License Seekers

In addition, this project aims to strengthen an existing mechanism for identifying medically impaired older drivers: the network of Department of Revenue license office staff. Working with the Subcommittee on Elder Mobility and Safety, existing training materials will be enhanced to emphasize the most relevant signs of medical impairment (e.g., slow motor speed, confusion, difficulty answering simple questions, etc.), the impact of prescription medication side effects on driving ability, and other benefits of screening older license seekers.

Driver license renewal for many older drivers in Missouri is rigorous, but opportunity remains for enhanced screening efforts. License office staff members are oftentimes the first line of professionals to screen out medically impaired older drivers from the driving public. Moreover, statewide referrals to licensing review will increase given the estimated number of older drivers in the general population, many of who will have medical impairments (e.g., decreased vision, memory loss, decreased reaction time, etc.). Therefore, awareness and training of the signs and symptoms of impaired older drivers will be of increasing importance.

Appropriate reporting of unfit drivers using DOR's form 4319 (Driver Condition Report), or Form 153 (Reporting Form for License Office Staff) will be emphasized. SEMS will collaborate with the Department of Revenues' Training Bureau to disseminate web-based training material (e.g., a webinar, or online program) to license office staff. Due to the serious nature of license review, emphasis will also be placed on using care when determining an individual is a candidate for review.

This portion of the project will be divided into three phases:

1. Strategy Development

SEMS will collaborate with DOR to learn more about the relicensing process, current protocol for training license office staff on older drivers, and opportunities for web-based training.

2. Encounter Simulation

The University of Missouri School of Medicine's Shelden Simulation Center will provide actors who are trained to model

certain conditions, or medication side effects, associated with medically impaired older drivers. Scenarios will simulate typical interactions at a driver license renewal office. Hypothetical encounters will be staged between a medically impaired older driver (medically trained actor) and a license office worker (actor) to be used in the online training material.

3. Dissemination

Materials for older driver screening protocols will be developed and shared with license office staff at all 184 DMV offices through DOR's Training Bureau. A website/web application that incorporates the video encounters and training material will be developed using professional web designers. A quiz will be developed at the end of the training material to ensure learning (with a 70% or better passing threshold), and a certificate will be presented to the successfully trained employee.

PROBLEM IDENTIFICATION:

Overview

An unprecedented demographic change is occurring in Missouri and across the United States. Beginning on January 1st, 2011, 10,000 Americans turned 65 every day. This trend will continue until fully 18% of the United States' population will be age 65 or older in 2030 (Pew Research Center, 2012).

Although aging drivers are generally among the safest on the roadways, a subset of this population, medically impaired older drivers, is at greater risk for injurious and fatal collisions (Meuser & Carr, 2008). Unfortunately, the influence of disease and individual impairment, are varied and unpredictable on an individual level. Medical impairments (e.g., cognitive impairment and vision problems) may impact a driver's judgment, scanning ability, or reaction time in emergency situations. It may also cause the older adult to drive in erratic and unpredictable ways. Occasionally, older drivers may contribute to the circumstances of a crash, yet not be deemed at fault (e.g., driving very slowly on an interstate).

Older adults do not plan for being unable to drive, and many studies have suggested that they cannot even conceive of not driving (Dickerson et al., 2007). A 2001 study (Coughlin) showed that only 20% of older people planned for a time when they would no longer drive. The result is that some continue to drive despite growing medical and functional challenges that elevate crash risk.

In a 2000 study of 1,100 older Michigan drivers (Kostyniuk, Shope, & Molnar), zero former drivers indicated that they had made any preparations for alternative transportation before they had to stop driving. In the same sample, of the current older drivers who expected to face impairment in driving ability in the next 5 years, more than half indicated they would continue to drive in spite of their impairment. A full 31% of these drivers thought they would be driving for another decade or more! Medically at-risk older drivers are at a point of crisis if they must make a transition suddenly away from driving without having made plans to do so.

Missouri's Problem

The combined forces of unforeseeable, yet likely, medical impairment, lack of preparation for a change in mobility (e.g., from driving to driving retirement) and reluctance of some elders to stop driving, even when impaired, all can heighten crash risk. At this early stage in the demographic transition, Missouri is experiencing increases in crash involvement of older drivers.

Through March of 2012, fatalities of adults 65+ were over double the number for the same time period in 2011. The rate of increase in fatalities for this age segment is considerably above that of other age groups (e.g., younger drivers saw a decrease during this period, and the middle age group increased by 27%). Since 2002 an increasing trend has shown Missouri older drivers to be overrepresented in crashes involving property damage, personal injury, and fatalities (MSHP STARS).

In Missouri, there was a total population of 800,000 older adults in 2005 with an estimated 600,000 licensed drivers. However, there is little or no data on the percentages of adults with specific medical conditions that are licensed to drive and are actively driving.

By the time a child born today graduates from high school, 31.6% of Missouri's population will be 55+ years old (MODOA; US Census Bureau). If 2010 rates of crashes with older driver involvement remain constant, 43% of fatal crashes in 2030 can be expected to involve an older driver, which considerably eclipses national estimates of slightly over 25% for those 65 and older (Lyman, Ferguson, Braver, & Williams, 2002). Year to date 2012 Missouri crash data show 39.5% of fatal crashes have involved older drivers — the estimated 2030 fatality proportion may be conservative.

Missouri Level 1 Trauma Centers receive the most critically injured Missouri drivers, who often must arrive via helicopter. Trauma Centers and EMS systems help to ensure that serious injuries do not become fatalities. Injury prevention and education is a part of the mission of Missouri Trauma Centers, and injury prevention and education efforts align with the types of injuries that patients sustain. An inordinate volume of older drivers have made preventing these incidents a high priority.

The Missouri older driver problem is exacerbated by who will be driving and crashing in the coming years. Older adults ages

85+ are the fastest growing segment of older people. Increased fragility that occurs naturally at this latter end of life expectancy means that even minor driving errors will result in serious or fatal injury. Figure 1 (IIHS, 2012; please see attached) demonstrates the increasing risk for fatalities as age increases. As more of Missouri's older population moves into the 85+ category, fatalities will increase significantly.

Figure 2 (please see attached) demonstrates that the fatalities for the oldest adults (85+) is just as stunning in miles traveled as the rate per 1,000 drivers. In 2008, the rate of passenger vehicle fatal crash involvements per 100 million miles traveled began to increase noticeably at age 70-74. Drivers 85+ had the highest rate of fatal crash involvement.

Of all older drivers killed in 2010 traffic crashes, 71.7% were male, which likely reflects research with national samples that has found older men continue to drive at older ages and in worse health than women (Hakamies-Blomqvist & Wahlstrom, 1998). Moreover, of all 2010 older driver crashes, 67.1% occurred in an urban area and 32.9% occurred in a rural area of the State. However, 73.8% of the fatal older driver crashes occurred in a rural area. Interventions designed to reduce older driver crashes must consider individual factors, like gender and place, to be successful.

Another individual factor is preferred mode of transport. From 1997-2008, fatalities for motorcyclists doubled (Cheung & McCartt, 2011). Although crashes for older motorcyclists contributed less to this trend than younger motorcyclists, we contend that the most recent cohort of older adults and the sustained popularity of motorcycles will continue to drive this rate higher. Almost six times as many motorcyclists 70 years and older were killed in 2010 than in 1997 (IIHS, 2012). Older motorcyclists may be especially vulnerable to medical impairments because of the unique driver demands created by motorcycles.

Summary and Needed Action

Older adults' reluctance to give up the keys, even when medically and/or functionally impaired, may be due to a desire to remain independent, perceived lack of alternatives, or limited knowledge of how to navigate a transition to new forms of mobility. Additionally, elders face poor outcomes when they do make these transitions, perhaps due to a lack of planning.

Marottoli et al. found that even when controlling for other health conditions and demographic factors, older former drivers were more likely to experience depression (1997) and reduced out-of-home activity (2000) than older drivers. Similarly, Freeman, Munoz, Gange and West (2006) discovered that older adults who stopped driving had greater rates of nursing home placements than their driving counterparts. A study of older adults with vision impairment revealed the majority of participants listed the inability to drive as the worst consequence of losing their eyesight (Horowitz, Boerner, & Reinhardt, 2002). These poor outcomes are not only devastating to older adults and their families, but also strain state resources (e.g., Medicaid).

Given that an average older adult will outlive his or her ability to safely drive by 7 to 10 years (Foley et al., 2002), it is imperative that older adults receive the resources necessary to carefully navigate the transition process from driving to safer mobility modes. This intense and urgent need will only grow in Missouri over the coming decades, and efficacy of prevention will increase significantly if we begin now with efforts that target high-risk elders.

GOALS AND OBJECTIVES:

Ultimate Outcome: Decrease older driver involved crashes by establishing a sustainable and replicable process to help medically impaired older drivers transition away from driving.

Goal 1. Change how medically unfit drivers make driving choices.

Objective A. By the end of the project period, establish a peer-to-peer program that encourages safe mobility of older adults at University of Missouri and Mercy health systems (hospitals and rural clinics).

Objective B. By the end of the project period, make program tools and procedures responsive to the individual circumstances of older drivers (e.g., motorcyclists, rural elders, lack of restraint use, primary language, etc.)

Objective C. By August 2013, post and promote an online tool/website that facilitates mobility transition education for any Missourian with computer access.

Goal 2. Increase public awareness of older driver safety problems.

Objective D. By April 2013 host press conferences at the Frank L. Mitchell Jr., MD Trauma Center and Mercy-Springfield Trauma Center highlighting the safety issues surrounding older drivers. We have had great success with press conferences as avenues to enhance outreach and public awareness. They are a very inexpensive way to reach a statewide (and beyond) audience.

Objective E. By May 2013, host a "community conversation" - in the format of a town hall meeting - about older adult mobility, community support for transportation alternatives, and input into the process to encourage unsafe drivers to stop

driving.

Goal 3. Extend the years of safe mobility of older Missourians by decreasing serious injuries and fatalities.

Objective F. By the end of the project period, develop personalized information for older adults at risk for traffic injuries or death in the following categories: Pedestrian and bicycle safety, motorcycle safety, and occupant protection (helmets, seat belts, and passive restraints). This information would extend beyond materials provided to all patients, and will target those at high-risk within these categories. Drs. Berg-Weger and Meuser will provide guidance on tools to identify older adults who fall into the categories.

Objective G. Throughout the project period, gather data on transportation mode and mobility satisfaction to assess if, and by what means, older adults remain mobile. We expect older drivers who experience this program to be more likely to stop driving when they are at risk for crashes, when compared to the general older adult population.

Objective H. Throughout the project period, establish and maintain a program Advisory Group (see Project Description for additional details).

Goal 4. Involve older adult volunteers in the peer-to-peer advising program. This is the heart of the approach and will be where elders receive actual input on the transition, training, or rehabilitation process.

Objective I. By March 2013, recruit 20 older volunteers for peer-to-peer program. Focus will be on those who have successfully transitioned from driving, and will emphasize diversity (race, ethnicity, gender, etc.) Recruitment will be done through existing volunteers, aging services partners, and Missouri Coalition for Roadway Safety members.

Objective J. By March 2013, and continuously afterwards, train peer volunteers on helping at-risk elders make mobility transitions. Each volunteer will receive in-person and written training, and will have newly recruited volunteers shadow more experienced volunteers or staff for at least one session. Training will be in both individual and group settings.

Goal 5. Assess and describe fitness to drive for at-risk participants. This process will be naturally incorporated into the program and will likely occur when a patient first begins to receive input.

Objective K. By March 2013, incorporate a short fitness to drive assessment tool (Carr et al., 2011) into evaluation of at-risk older drivers, and refer unfit drivers for further evaluation.

Objective L. By the end of the project period, describe the prevalence of, and explore the antecedents to, lack of fitness to drive among older adult patients.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Outcomes Evaluation:

Elders at-risk for a mobility transition will have effective and satisfying transition advice, and stakeholder relationships and

collaboration will be strengthened.

1. Web based information and training materials

Measures: website hit counts; goal: 150/month increasing to 500/month by end of grant period

2. One-on-one peer advising sessions

Measures: # served, elder satisfaction, ARMT scores (see project description), self-report transportation mode; goal: 15/month increasing to 50/month by end of grant period

Statistical Evaluation:

We will contract with a University of Missouri statistical analyst for evaluation of our intervention process and outcomes. This step is essential for knowing the effectiveness of our efforts, and for securing future funding and support for the program. The following will be evaluated:

1. Outcomes between the group of older adults who experience our MTC, a randomly assigned control group who receives general transportation information, and the general hospital patient populations that receive no MTC will be compared. The experimental design described here will ensure robust conclusions through rigorous scientific process.

2. Hospital readmission rates will be evaluated for the two groups. Decreased hospital readmission rates are one key to ensure sustainability of programs in healthcare settings, as administration yearns to lower these rates.

3. Relationship between mobility outcomes and fitness to drive assessment.

RESULTS:

Project Vision: Decrease older driver involved crashes by establishing a sustainable and replicable process to help medically-impaired older drivers transition away from driving.

Project Milestones, by Month:

October 2012

- The Trauma Center hired two student research specialists to assist with project development, and a staff of 3-4 was maintained for the duration of the project period.
- Started development of the intervention protocol and multi-site manual.
- Attended Missouri's Blueprint to Save MO Lives conference (Branson, MO).
- Attended Eastern Missouri Transportation Coordination Council's (EMTCC) mobility management meeting.
- Over the project period, the EMTCC's model was employed to develop a "community conversation" and ongoing effort to institute mobility management that supports positive alternatives to driving in Mid-Missouri. The Mid-Missouri Transportation Coordination Council (MMTCC) was the results of these efforts, and the Project Director currently chairs the council.

November 2012

- Attended Gerontological Society of America's (GSA) 65th Annual Scientific Meeting for training.
- In response to GSA presentations, conducted major revision of intervention protocol and included new measures to better capture at-risk older drivers. "Informants," or trusted family members or friends of the older person were incorporated into the effort.
- Finalized targeted medical conditions.

December 2012

- Started submission of project to University of Missouri Health Sciences Institutional Review Board. Approval received for January, 2013 enrollment.
- Finalized protocol and multi-site manual draft.
- Awarded supplemental funding from the EAST Foundation to include older individuals with Mild Cognitive Impairment - a high-risk group of health system patients.
- Added Subcommittee on Elder Mobility and Safety project to help Department of Revenue screen medically-impaired older license seekers.
- Held two training sessions for 8 "peer volunteers."

January 2013

- Attended Eastern Association for the Surgery of Trauma's Scientific Assembly for training and acceptance of supplemental

project funding. Funding will perpetuate the project well into July 2014.

- Conducted video interview for University of Missouri Extension project on older rural drivers.
- Started recruitment of project participants; educated hospital staff on referring targeted older adults for mobility transition counseling.
- Met with specialists to formulate training for DMV office staff (sub-project).
- Collaborated with DOR on DMV office staff training (sub-project).

February 2013

- Trained peer volunteers on counseling at-risk older drivers in the community; 7 peers have been recruited and trained. Project consultants advised that 7 peers should be adequate for the University Hospital site.
- Continued involvement with Easter Missouri Transportation Coordinating Council. The EMTCC mobility management effort received funding and is moving forward.
- Published manuscript in Journal of Gerontological Social Work on mobility transition counseling validity and process.

March 2013

- Enrolled first project participants and started counseling process.
- Collaborated with Mark Peck (Mercy Hospital - Springfield) on inauguration of project at Springfield site.
- Accepted supplemental project funding from State Farm.
- Held press conference on older driver safety that resulted in Associated Press story of event and subsequent statewide coverage.
- Interviewed on 1 television and 3 radio shows about older driver safety.
- Prepared website and online tool for public release.

April 2013

- Developed strategic plan for safe mobility of older adults in the Kansas City area through the Older Adult Mobility Summit. Lessons learned from the University Hospital project and MMTCC effort were used in the strategy development.
- Subcommittee on Elder Mobility and Safety meeting held, and DMV training (sub-project) was moved toward completion.

May 2013

- Attended transportation coordination summit hosted by the Missouri Developmental Disabilities Council. Partners were identified for beginning "community conversation" and starting a transportation coordination council for Mid-Missouri (MMTCC).
- Continued recruitment and hospital staff training on older adult mobility intervention - staff at over 24 University health system services were trained on how to intervene with medically-impaired older drivers and refer them to the project.

June 2013

- Completed filming for DMV office staff training (sub-project), and started completion of the final training modules.
- Made primary project website live (www.mobileage.org), and finalized promotion strategy.
- Inaugurated the Mid-Missouri Transportation Coordination Council (MMTCC) to help with mobility management and coordination in the central Missouri region.
- Presented preliminary process findings at International Association of Gerontology and Geriatric's 20th World Congress (sponsored by State Farm Community grant).

July 2013

- Created brochure for driver transition awareness designed for health care and aging services staff who encounter medically-impaired older drivers.
- Second meeting of the MMTCC held. Meetings were arranged monthly and continue to occur after the project period.
- Finalized DMV Training website material, and edited video used in the training.
- Partnered with the Alzheimer's Associations of Greater Missouri and St. Louis to introduce project materials to their clients. Collaboration continues with these groups.

August 2013

- Refined websites and sought additional expert input on formatting and content.
- Consented enrollment in a trial testing the project's processes is over 30. Private sponsors will facilitate continuation of the trial after the project period.
- Demonstrated brief version of project screening materials to Missouri State Fair attendees.

- Administered outreach campaign to promote online transition counseling tools (www.mobileage.org) through online advertising.

September 2013

- Completed DMV Training "Encounters" website, and released final version to the Missouri Department of Revenue for review and adoption.
- Continued MMTCC development and preparation for a multi-agency grant proposal to advance coordination and mobility management.
- Continued project meetings and intervention with participants throughout central and eastern Missouri.

Project Goals and Objectives:

Goal 1. Change how medically unfit drivers make driving choices.

Objective A: By the end of the project period, establish a peer-to-peer program that encourages safe mobility of older adults at the University of Missouri and Mercy health systems (hospitals and rural clinics).

Performance: A peer-to-peer program was established at the University of Missouri health system, and emphasized among specialties or departments most likely to treat older patients with medical conditions that potentially impair driving safety.

Due to unforeseen challenges and staffing problems, the program at Mercy was not fully implemented, and the Alzheimer's Association was engaged as an alternative partner. Although the Alzheimer's Association implemented the program and refers clients to the University of Missouri health system for intervention/assistance, they did not request monetary support for this activity.

Objective B: By the end of the project period, make program tools and procedures responsive to the individual circumstances of older drivers (e.g., motorcyclists, rural elders, lack of restraint use, primary language, etc.)

Performance: Through guidance provided by project consultants, we designed an intervention process that built upon individual circumstances and strengths, and resulted in a personalized plan for sustained safe mobility. The meetings with project participants that helped to develop those plans were built around individual circumstances. For example, one participant's plan included committing to wearing a restraint while driving, and was asked about restraint usage during follow-up calls and meetings (previously, never wore a seat belt).

Objective C: By August 2013, post and promote an online tool/website that facilitates mobility transition education for any Missourian with computer access.

Performance: A live version of the website was released in June 2013, and made major improvements in August 2013 that were suggested by project consultants, field experts, and older web users. The transition education website is available online at www.mobileage.org

Moreover, the "Encounters" website for DMV education about how to report at-risk older drivers was released for administrative review at the Department of Revenue.

Goal 2. Increase public awareness of older driver safety problems.

Objective D: By April 2013, host press conferences at the Frank L. Mitchell Jr., MD Trauma Center and Mercy-Springfield Trauma Center highlighting the safety issues surrounding older drivers. The Trauma Center has experienced great success with press conferences as avenues to enhance outreach and public awareness. They are a very inexpensive way to reach a statewide (and beyond) audience.

Performance: A press conference was held in Columbia and garnered statewide and national coverage. A conference in Springfield was viewed as redundant because of excellent coverage at the Columbia site.

Objective E: By May 2013, host a "community conversation" - in the format of a town hall meeting - about older adult mobility, community support for transportation alternatives, and input into the process to encourage unsafe drivers to stop driving.

Performance: On June 7th, a community conversation was started that led to the inauguration of a transportation coordination council for the central Missouri region. Aging services stakeholders, consumer groups, planning entities, and local government have been present on the council, which continues to meet monthly.

Goal 3. Extend the years of safe mobility of older Missourians by decreasing serious injuries and fatalities.

Objective F: By the end of the project period, develop personalized information for older adults at risk for traffic injuries and death in the following categories: Pedestrian and bicycle safety, and occupant protection (helmets, seat belts, and passive restraints). This information would extend beyond materials provided to all patients, and will target those at high-risk within these categories. Drs. Berg-Weger and Meuser will provide guidance on tools to identify older adults who fall into these categories.

Performance: During the course of the project period, we found very low use of bicycles, and moderate occurrence of pedestrian activities. Intervention related to specific injury risks were incorporated into the project's planning component described under Objective B.

Outreach material that highlights the risk of injury to frail older adults during a motor vehicle crash, including an interactive education graphic at www.mobileage.org, was developed to specifically address vehicle safety.

Objective G: Throughout the project period, gather data on transportation mode and mobility satisfaction to assess if, and by what means, older adults remain mobile. Older drivers who experience this program are expected to be more likely to stop driving when they are at risk for crashes, when compared to the general older adult population.

Performance: The outcomes were expanded to include transportation mode, mobility satisfaction, driving status, "mobility space" (geographical driving area), health, and attitudinal indicators. Final results from these data will become available as more project participants move through the personalized planning process (sponsored by private funders). Anecdotal evidence suggests promising results from planning by at-risk older drivers.

Objective H: Throughout the project period, establish and maintain a program Advisory Group (see Project Description for additional details).

Performance: Advisory groups are often critical to the success of a program. It was found that a formal advisory group was unnecessary because of high interest in the project by institutional and field experts. Therefore, we maintained an informal advisory group of aging services specialists, scholars, and hospital administration that met periodically during the project period. These groups continue to advise the project team.

Goal 4. Involve older adult volunteers in the peer-to-peer advising program. This is the heart of the approach and will be where elders receive actual input on the transition, training, or rehabilitation process.

Objective I. By March 2013, recruit 20 older volunteers for a peer-to-peer program. Focus will be on those who have successfully transitioned from driving, and will emphasize diversity (race, ethnicity, gender, etc.) Recruitment will be done through existing volunteers, aging services partners, and Missouri Coalition for Roadway Safety members.

Performance: Project consultants recommended that peer recruitment be limited to fewer than 20 to ensure quality volunteers and standardized training. The Trauma Center recruited and trained eight peers, and two became committed to the project and are still presently volunteering. Moreover, they are recruiting project participants who have completed the planning process and are willing to help others in the same experience that they have had.

Objective J. By March 2013, and continuously afterwards, train peer volunteers on helping at-risk elders make mobility transitions. Each volunteer will receive in-person and written training, and will have newly recruited volunteers shadow more experienced volunteers or staff for at least one session. Training will be in both individual and group settings.

Performance: High-quality training was essential for our group of peers. Two in-person trainings were held for the entire group of volunteers, and continued to train peers individually as they prepared for their first participant meetings and when they had questions about particular techniques or components of the intervention process. Early in the project, we instituted a check on the peer's effectiveness through interviews with the participants that they had been working with. These checks helped us to institute critical changes to project processes to improve quality and the focus of the peer volunteers. Project materials were simplified and clarified which will help with future dissemination efforts.

Goal 5. Assess and describe fitness-to-drive for at-risk participants. This process will be naturally incorporated into the program and will likely occur when a patient first begins to receive input.

Objective K. By March 2013, incorporate a short fitness-to-drive assessment tool (Carr et al., 2011) into evaluation of at-risk older drivers, and refer unfit drivers for further evaluation.

Performance: The Trauma Center has successfully incorporated Carr's assessment of fitness to drive for at-risk older drivers and have set up an intervention procedure to address high-risk individuals. Moreover, key hospital entities were trained on appropriate reporting and additional evaluation of medically-impaired older adults. Finally, participation was restricted to only

patients who had not been reported to state authorities for license review. Allowing those patients to participate in the project may confuse practitioners and the patient about the potential to continue driving or making a gradual rather than immediate transition.

Objective L. By the end of the project period, describe the prevalence of, and explore antecedents to, lack of fitness-to-drive among older adult patients.

Performance: Even with preliminary results, the project team has been surprised by the prevalence of lack of fitness-to-drive among the older adult population according to key health indicators. Project data is able to show connections between certain impairments and community mobility, intention to continue driving, and readiness to make a mobility transition. These data will be fully available and prepared for publication by the end of calendar year 2014.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$138,368.16	\$90,903.41

HS CONTACT:

Jackie Rogers

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Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Impaired Driving Countermeasures

PROJECT NUMBER:

13-K8-03-001

PROGRAM AREA:

03

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center, University of Central Missouri, will coordinate the breath alcohol instrument lab operations, standardized field sobriety testing program, sobriety checkpoint supervisor training, the breath alcohol ignition interlock monitoring program and the drug evaluation and classification program. The Missouri Safety Center will perform the following program activities as part of this contract:

- Continue to provide necessary or requested service, repairs and maintenance to law enforcement agency breath alcohol testing instrumentation.
- Continue the on-going efforts of partial replacement of law enforcement agency breath alcohol testing instruments each year.
- Print and distribute, as requested, instrument specific evidence tickets to state and local law enforcement agencies.
- Continue the on-going efforts to upgrade/repair or replace wet bath simulators as needed.
- Continue to provide mouthpieces for testing on the breath alcohol instruments.
- Maintain a database of the Type II Supervisors trained through UCM and keep them updated with new case law or legal changes as needed.
- Upon request and as available, provide Missouri law enforcement academies with breath alcohol testing instrumentation for use in training law enforcement officers.
- Provide coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing, standardized field sobriety testing, sobriety checkpoints, breath alcohol ignition interlock and drug recognition.
- Maintain a master of the latest NHTSA SFST curriculum and Missouri DWI law and provide to all current SFST Instructors electronically.
- Maintain a database of Missouri SFST instructors.
- Maintain a database of Missouri 24-hour SFST trained officers.
- Work with MoDOT and DOR to develop/establish a testing process for the ignition interlock devices to ensure that the devices are programmed according to the administrative rules.
- Annually monitor 90 percent of the ignition interlock manufacturers, installers and service providers to ensure compliance with all BAIID State statutes and rules. These inspections will include evaluation of the wet bath or dry-gas simulators, as well as the temperature of the simulators for compliance by use of a National Institute of Standards and Technology (NIST) trace thermometer.
- Monitor the ignition interlock installers and authorized service providers for proper reporting requirements.

- Hold meetings, as necessary, with the representatives of the certified ignition interlock devices concerning their inspection reports, and possible rule changes to the IID Program in Missouri.
- Provide a toll-free number for IID callers and support for answering IID questions and complaints.
- Provide a staff member to serve as the State's Drug Recognition Expert (DRE) Coordinator and the SFST Coordinator, appointed by the Traffic and Highway Safety Division of MoDOT. Coordinator will serve on the State DRE/SFST Advisory Board.
- Maintain a database of all statewide DRE training.
- Maintain a database of past and current certified DRE's and DRE Instructors.
- Oversee all statewide DRE training and instruct as needed.
- Provide logistical support to certify and recertify all DRE's and DRE Instructors.
- Provide funding for attendance to the national DRE conference or other DRE-related conferences/ workshops as needed. Funding may be used for lodging, registration, travel, and /or meals.
- Provide equipment and supplies as needed for DRE training. This will include but is not limited to pupilometers, drug reference books, equipment bags, stethoscopes, blood pressure cuffs, student and instructor manuals, matrix / 12 step cards, pen lights, and any other equipment or supplies as necessary.
- Provide DRE program coordination, including attendance at meetings with course administrators and selected instructors for the purpose of reviewing training materials to verify compliance with NHTSA and IACP requirements. Training methods and standards will be reviewed and updated as needed. The meetings will also be utilized to plan recertification workshops and certification classes.

TRAINING:

The Missouri Safety Center will provide training to Missouri law enforcement officers who meet the requirements under Missouri statutes for Peace Officer Standards and Training (POST). Students and/or their departments will be responsible for costs associated with travel and lodging. In addition, Missouri Safety Center will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide POST CEU's. The following training will be offered:

- Conduct Type II Supervisor training for up to 50 Missouri law enforcement officers, taught only in Warrensburg, MO. This is part one of a two-part course designed to provide law enforcement officers the Department of Health training necessary to administer and maintain a breath alcohol testing instrument at a local law enforcement agency. Part one (40 hours) covers the administration and maintenance issues of maintaining a breath alcohol testing instrument. The Type II instructional materials and presentations will be provided to students on a mass storage device. During the class they will be provided a print copy of the manual for reference to be exchanged for the mass storage device at the end of the class.
- Conduct Type II instrument specific lab training for up to 90 Type II Supervisors. Taught as part two (16 hours) of the Type II mandatory portion for agency specific breath instruments, or as additional instrument training for existing Type II's requesting new instrument certification.
- Conduct Type II Update training for up to 400 Type II Supervisors using traditional classroom and on-line delivery methods in an effort to make training more accessible and increase effectiveness (150 classroom and 250 on-line). This 8-hour update course is designed for officers who possess a valid TYPE II permit issued by the Missouri Department of Health and Senior Services. The course will inform attendees of the latest rulings of Missouri courts as well as, new statutes, regulations and developments that may affect the handling of DWI arrests. Course length will be up to eight hours and will vary based on content and delivery method. Attendees will gain a better understanding of the legal process of DWI cases and tools to help make their efforts more efficient. Other topics of discussion will include possible additions to Missouri approved list of breath alcohol testing instruments, Type III standardized curriculum, a review of basic concepts and a look at what's new in the field of breath alcohol.
- Conduct Type III Operator training for up to 150 Missouri law enforcement officers, throughout the state. This is part one (32 hours) of a two part course designed to provide law enforcement officers the Department of Health training necessary to operate a breath alcohol testing instrument at a local law enforcement agency, covering breath alcohol instrument operation as well as SFST and DWI law.

- Conduct Type III instrument specific lab training for up to 200 Type III Operators. This is part two (4 hours) of the two part Type III Operator's course as mandatory certification for agency specific breath instrument(s). Pending a new instrument ruling by the Dept. of Health, additional (4 hour) Type III Operator Labs will be required to update all Type IIIs.

- Conduct 36-hour SFST Instructor training for up to 25 officers. The SFST Instructor Course is a train-the-trainer course designed for officers who wish to become certified SFST Instructors and teach others how to administer and score the SFST battery. The emphasis of the course is on how to teach SFST. Students are required to have a thorough and above average knowledge of all aspects of SFSTs and be proficient in administering and scoring the SFSTs prior to attending.

- Conduct 24-hour SFST Basic training for up to 250 Missouri officers. Designed to provide law enforcement officers the opportunity to develop the practical SFST skills needed for successful apprehension and conviction of impaired drivers. Students who successfully complete this course will be able to properly administer and score the standard SFST battery. These courses meet or exceed the 8-hour HGN requirement as per Hill v. State of Missouri and will be delivered across the state.

- Conduct 4-hour NHTSA Refresher training for up to 120 SFST trained officers. The goal of the SFST Refresher is to improve the overall consistency and administration of the SFST test battery. Officers will be able to refresh their skills, recognizing and interpreting evidence of DWI, administering and interpreting the scientifically validated sobriety tests, and information regarding recent case law and research studies.

- Conduct 2-hour SFST Instructor Update training for up to 100. This course is designed as an SFST Instructor curriculum update pending and based on the release of an updated NHTSA SFST model curriculum.

- Conduct 11-hour Sobriety Checkpoint Supervisor Training for up to 125 officers that will be held on location at a host law enforcement agency recognized for their success and efficiency with conducting sobriety checkpoints. This course is designed to provide law enforcement field supervisors from medium to large agencies with the knowledge and skills necessary to successfully conduct sobriety checkpoints within their own jurisdictions. A primary component of this training program includes an actual sobriety checkpoint conducted by the host law enforcement agency. One course is typically limited to 25 students.

- Conduct 3-hour Sobriety Checkpoint Supervisor Refresher training for up to 90, designed as a refresher for previously trained sobriety checkpoint supervisors.

- Conduct Breath Alcohol Ignition Interlock Device training and awareness presentations for law enforcement personnel, as well as other interested individuals and organizations involved in the criminal justice system.

- Conduct a minimum of two DRE Certification classes that will train a minimum of thirty officers as drug recognition experts.

- Conduct a minimum of one DRE Instructor Certification class that will certify up to ten officers as DRE Instructors.

PERSONNEL:

The Missouri Safety Center will provide three full-time professional staff and additional support staff to perform the duties of this grant as part or all of their overall duties for the Missouri Safety Center:

IDC Professional Staff #1, Robert Welsh at 80% of salary and fringe at \$62,345.42 (*match = \$15,586.36). IDC Professional Staff #2, Tracey Durbin at 80% of salary and fringe at \$62,540 (*match = \$15,635). IDC Professional Staff #3, Don Deboard at 100% of salary and fringe at \$45,195.75 (*match = \$0). IDC Support Staff #1, Temporary Office Professional at \$16,860.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri roads, particularly those resulting in death or disabling injury. In the 2008-2010 period, 460,267 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.3% involved someone being seriously injured. During the same time period, there were 23,064 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 800 people were killed and another 3,310 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 86.2% of impaired drivers killed also failed to wear a seat belt further compounding the problem of impaired driving.

Of the 800 people killed in alcohol and other drug-related traffic crashes, 69.6% were the impaired driver/pedestrian and 30.4% were some other involved party. Of the 3,310 seriously injured, 60.4% were the impaired drivers/pedestrians while

39.6% were other persons in the incidents. Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 22,814 impaired drivers involved in traffic crashes during 2008-2010, 12.6% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri. In 2008-2010, a total of 705 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 13.0% of these drivers were under the age of 21. A total of 99 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

It should be obvious that impaired driving is a serious public health concern because it puts not only the driver at risk but also passengers and others who share Missouri roads. Impaired driving imposes enormous costs on our society. Families, health care, the legal system, insurance companies and the general public all pay the price for impaired drivers. There are, however, effective methods of combating this crisis that include training, testing, enforcement and monitoring.

The Missouri Safety Center is committed to assisting the Traffic and Highway Safety Division and Missouri law enforcement in detecting, apprehending, and properly adjudicating alcohol and drug-impaired drivers from our state's roadways. An important component of this goal is the Missouri Drug Evaluation and Classification program which provides police officers the training and equipment necessary to recognize drug-impaired drivers and remove them from our roadways. Continuous training must occur in order to maintain a sufficient number of Drug Recognition Experts (DRE) in Missouri.

GOALS AND OBJECTIVES:

GOALS:

- 1) To reduce deaths and injuries associated with crashes involving impaired drivers; and
- 2) To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

OBJECTIVES:

- 1) Provide technical training to law enforcement officers and others in the criminal justice system in the area of breath alcohol instrumentation, standardized field sobriety testing, breath alcohol ignition interlock, sobriety checkpoint supervisors and drug recognition.
- 2) Provide program coordination/administration, expert testimony and consultation to agencies across the state in the area of breath alcohol testing, standardized field sobriety testing, sobriety checkpoints, breath alcohol ignition interlock and drug evaluation and classification.
- 3) Work with MoDOT, DOR and Missouri courts to monitor breath alcohol ignition interlock manufacturers/service centers for compliance with RSMo 577.600 - 577.614 and 7 CSR 60-2.010 - 7 CSR 60-2.060.
- 4) Provide breath alcohol instrument placement, maintenance and service across the State of Missouri.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Safety Center repaired and/or serviced 119 breath alcohol instruments in the state and performed 207 simulator service checks for local law enforcement agencies. In addition, staff assisted the Missouri Department of Revenue with regional legal update training. This training reached over 400 law enforcement officers statewide.

Training provided under the grant included:

- * Conducted four Type II Supervisor Courses with 42 trained
- * Conducted six AS4 Type II labs with 43 trained
- * Conducted four Datamaster labs with 28 trained
- * Conducted two Intoxilyzer 5000 labs with 4 trained
- * Conducted two Intoxilyzer 8000 labs with 17 trained
- * Conducted one Intoximeter ECIR2 lab with 8 trained
- * Conducted three "regional" Type III Operator courses with 38 trained
- * Conducted three "local" Type III Operator courses with 31 trained
- * Conducted five AS4 Type III Labs: 24 trained
- * Conducted six DM Type III Labs: 50 trained
- * Conducted six 5000 Type III Labs: 15 trained

Drug Recognition Expert:

- * Conducted two classes that trained 25 new DRE's
- * No new Instructors were accepted or trained this year

Standard Field Sobriety Testing Program:

- * SFST Instructor: No new Instructors were taught this year as the new guidelines were established
- * 24-hour SFST Course: Conducted 13 courses training 121 practitioners
- * 4-hour SFST Refresher: Conducted 2 courses training 18 practitioners
- * 2-hour SFST Instructor Refresher: None conducted due to lack of change in NHTSA curriculum
- * Sobriety Checkpoint: Conducted three courses training 84 new supervisors
- * Low manpower sobriety checkpoint: Conducted two course training 43 new supervisors

Sobriety Checkpoint Refresher:

- * Conducted one class training 30 new sobriety checkpoint supervisors
- * Note: This course is conducted at various locations across the state to be accessible to many agencies. A class in the Southeast region was attempted on two separate occasions with very little support for a hosting agency. The west region class will be conducted in the Jackson County area next FY.

Breath Alcohol Instrument Training:

- * Reviewed twenty cases for prosecutors and offered advice and direction when dealing with expert witnesses and various defense challenges
- * Offered expert testimony for the Prosecution in four court cases including a felony DWI suppression hearing
- * Answered hundreds of email questions (from officers, attorneys, judges and prosecutors) over the course of the year

Drug Evaluation and Classification Program:

- * Assisted Susan Glass with prosecutor training and DRE recertification conference

Standard Field Sobriety Testing Program:

- * Assisted many Prosecutors across the state with answers to SFST questions without appearing in court

Breath Alcohol Ignition Interlock:

- * Attended planning meeting with MoDOT & DOR regarding new rules for IID
- * Completed 80% of the listed install sites. All locations passed the inspections. Some minor infractions were noted during these inspections. Examples of the infractions were:
 - * Infraction: Individuals doing the monthly download did not physically inspect the vehicle
 - * Corrective Action: Technician was advised to make a physical inspection of the vehicle to insure that there was no evidence of tampering
 - * Infraction: simulator solution expired & simulator was not functioning properly
 - * Corrective Action: In this case the technician was advised to use another simulator. Manufacturer was contacted and instructed to supply installer with new solution and simulator

Breath Alcohol Instrument Placement:

- * Assigned 18 FST (PBT) units, 11 AS4 units, 12 AS3 and SD2 (PBT) reconditioned units.

FUNDING:

410 / 20.601

AWARDED AMOUNT:

\$564,108.08

DISBURSED AMOUNT:

\$416,520.08

HS CONTACT:

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PROJECT TITLE:

Expanding Medical Fitness to Drive

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Washington University in St. Louis

PROJECT NUMBER:

13-DL-02-001

JURISDICTION SIZE:

6,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Ms. Carol Koboldt

PROJECT DESCRIPTION:

Washington University will collaborate with physician-based memory clinics (the Memory Diagnostic Clinic and/or the Geriatric Assessment Clinic at Washington University School of Medicine) to: a) provide education to patients with dementia and/or mild cognitive impairment and their care givers on driving fitness/safety and retirement issues; b) administer the brief fitness-to-drive screens; c) refer appropriate patients for performance-based road tests; d) provide preparatory counseling before and after driving retirement, when appropriate; and e) track the number of referrals to the Department of Revenue for driving evaluations. It is anticipated that this comprehensive approach will result in the driving issue being systematically addressed in an outpatient setting, increase the number of referrals to the driving clinic and the State of Missouri, and potentially assist patients and care givers with the transition out of operating a motor vehicle when appropriate. The clinics together evaluate over 1,500 cognitively and/or physically frail patients a year. Washington University anticipates that the tests will be administered to the majority of patients in these settings with dementia, and should easily recruit an additional 30 subjects with mild cognitive impairment or dementia for road testing to demonstrate feasibility of collaboration, ease of adoption of tests in a physician-based clinical settings, and to further validate the fitness-to-drive tools.

Human Subjects approval will be obtained with Washington University Medical Center in St. Louis. The clinic sites have been contacted and preliminary background information has been gathered regarding their clinic evaluation process, staffing patterns, costs, and interest in collaboration. Both clinic sites have expressed interest in collaboration.

Inclusion criteria will include: active driver license with ten years of driving experience; at least 55 years old; community dwelling (non-nursing home); physician referral with diagnosis of dementia, stroke, or neurological disease with evidence of cognitive decline; AD-8 score ≥ 2 ; have an informant or significant other available to participate; and the ability to understand and communicate in English.

Exclusion criteria will include: refusal to participate by participant/informant; active depression; unstable illness; severe musculoskeletal deformity or physical impairment requiring extensive vehicle modification; sensory (visual, hearing deficits) or communication impairments that would interfere with testing instructions; sedating medications; and/or previous driving evaluation within last 12 months.

Proxy consent will be required for the participant or they will not be enrolled in the study. Information from (about) the proxy that will be recorded in the database will include age, gender, and education level. Permission to record this information will be requested and documented from the informant on the informed consent form. Proxy consent will be obtained by all participants.

Subjects will be recruited by driving rehabilitation departments in each of their locales in Missouri. Physicians and health care providers that work in the clinic will be provided letters and emails regarding the study. The driving evaluations will be provided at a no cost to the client to provide an incentive for participation.

The fitness-to-drive assessment will be performed at each of The Rehabilitation Institute of St. Louis.

Staff Qualifications/Training:

Ms. Peggy Barco, MS, BSW, OTR/L has performed driving assessments on medically impaired drivers for over 15 years, has been instrumental in the start of two driving assessment programs at major rehabilitation centers in the St. Louis Area, has trained occupational therapists in how to perform driving assessments, and has given local and national presentations

on approaches to fitness to drive. She has trained the evaluators in our test battery, will provide training to our clinic nurses, and will also be responsible to coordinate the road test outcome measures and the overall driving assessment process.

At each clinic location, there will be identified at least one member to participate and be trained in the standard procedure of administering the brief Fitness-to-Drive clinical test battery. Failure ratings will be based on specific driving behaviors made a priori and consistent with the current modified Washington University Road Test (mWURT).

Telephone Screening Procedure/Appointment Date

Once potential participants are identified for road testing, the clinic nurse will contact the Washington University Project Coordinator (or designee) to perform screening of participants over the phone to determine if selection criteria (described above) are met. The telephone screening is a brief (~15 min) telephone interview by the Project Coordinator to provide information for the recruitment registry and assure appropriate inclusion/exclusion criteria. The registry will include identifying information such as age, gender, and active medical diagnoses and medication. The registry computer program has a security code, so that strict confidentiality of all registry names will be maintained. All individuals who express an interest in participating and meet the preliminary inclusion criteria will be informed of the study in greater detail over the phone. If potential participants/informants verbally agree to participate in study, then a driving evaluation appointment date/time will be provided and the appointment date with questionnaires will be sent along with a confirmation letter. The screening form will be faxed to the partner facility to provide background information prior to the evaluation.

Orientation session for informed consent

A 10-30 min orientation session with the occupational therapist and/or DRS is provided on the day of the assessment with detailed information regarding the aims of the study, and the tests and measurements participants will undergo will be provided immediately prior to the driving assessment (on the date of the assessment). Verbal and written information about the potential benefits and risks of the study will be provided; questions will be answered and any concerns addressed. Informed consent will be obtained in writing at the time on appropriate approved consent forms. All tests are evidenced-based and part of routine driving assessments. The participants are allowed to decline participation at any point before or during the evaluation, if they desire. If they decline to participate and desire a list of alternative driving programs - this information will also be provided.

Questionnaires: After consenting, the occupational therapist/DRS will collect the mailed/completed questionnaires. These questionnaires include the following information collected from both participants and informant/significant others.

1. Driving Habits and Driving Behaviors
2. Geriatric Depression Scale
3. Epworth Sleepiness Scale
4. Functional Assessment Questionnaire

Fitness-to-Drive (FDT) Battery: The participant will undergo a brief battery of tests (e.g. approximately 30 minutes) by a clinician trained in standard administration. This will be done prior or in conjunction with any routine off-road testing. Repeating the tests (e.g. Trailmaking Test A, the Clock Drawing Task, and the Snellgrove Maze Task) will provide a measure of test stability.

Additional Routine Off Road Clinical Testing: The participant will undergo routine off-road testing in addition to the FTD battery described above. These tests will likely include routine testing from each clinic site. The off-road clinical testing should take about 1 to 1.5 hours and include the following:

Vision:

1. Tests of near and far visual acuity (EDTRS)
2. Tests of visual fields
3. Contrast Sensitivity tested by the Peli-Robson chart

Motor:

1. Standardized brief functional testing of ROM/Strength: Neck, Upper and Lower Extremities
2. Tests of Motor Speed and Coordination (Rapid Pace Walk, 9-hole peg test)

Cognition:

1. Tests of Visual Attention/Scanning: Mesulum
2. Any Additional Tests of visual spatial/executive function
3. Rules of the Road Questionnaire
4. DHI Website Version
5. Short Blessed Test
6. Trailmaking Test A and B
7. Traffic Sign Recognition

Outcome measures:

Performance Based Road Evaluation: A failure rating on the road evaluation will be the major outcome measure. Road tests will be standardized amongst partner sites in regards to level of complexity (discussed in training section above). The Performance Based Road Test will be a 45 minute in-traffic road test along a predetermined route. The participant drives a standard car with dual brakes while an instructor sits in the front seat scoring driving ability. Another trained Occupational Therapist (blind to clinical results) will sit in the back seat to record performance (qualitative and quantitative - driving errors).

The road tests consist of two components: the closed course and the open course. The closed course is started in a parking lot and allows the participant to become familiar with the car and the surroundings. The open course moves the participant into various levels of traffic in which they have to maintain speed, obey traffic signs, signal, turn, yield the right of way, change lanes, and react to other drivers. The road test is continued as long as safety is not jeopardized. It is discontinued if the participant presents a serious safety risk. Individuals taking the road test will be scored both qualitatively (pass, marginal, fail) and quantitatively (number of safety errors which occurred).

Recommendations Meeting: A summary/recommendation meeting will be held between the participant (and significant other) as appropriate to review the results of the driving assessment. The final written report will be sent to the referring physician for review.

Follow-Up Questionnaire: A brief 15 minute telephone follow up questionnaire will be performed by the project coordinator to determine the individuals' perception of the evaluation, follow through with recommendations, and current emotional, functional, and community mobility status.

Data Management: Upon completion of each evaluation in the clinic setting, data will be faxed to the project coordinator, assembled into chart format by the project coordinator, reviewed by the PI and project coordinator, and prepared for data entry into a database at Washington University Medical School. Since this study is a clinically based research study, partner sites will keep the final written report which is sent to the physician and the physician referral as part of standard medical records procedure.

Phase 2:

1. To develop a fitness-to-drive tool for the Driver Examination Offices utilizing traffic sign recognition and written exam questions using the Washington University existing database with plans to submit a grant in April of 2013 to bring screening into the Department of Revenue for pilot testing. Preliminary findings are showing that traffic signs is one of the few clinical tests that are highly correlated with driving errors in the moderate to high traffic conditions in a sample of dementia and controls. Washington University would like to look more in depth at inter-rater reliability of the scoring as well as developing an objective way to score the test.

Statistical Analysis:

Logistic regression will be used to determine whether there are any significant differences between the Washington University study demographics/confounders/covariates and the final road test outcome (pass or fail). This will be an important step, since these conditions have the potential to impact the final selection of the office fitness-to-drive test battery. Pearson correlations between candidate tests will be obtained to determine which tests appear to be tapping into unique constructs/domains. Receiver Operator Curves (ROC) and the Area Under the Curve (AUC) will be calculated for individual tests. A logistic regression approach will be obtained to determine the best combination of screens for predicting failure on the road test. A probability of failure calculator will be created to assist in determining what level or cut-offs may be useful in limiting the number of patients/participants that require further road testing. In addition, likelihood ratios will be developed based on multiple cut-off levels of the data that will assist in decision-making across various levels of performance.

PROBLEM IDENTIFICATION:

There will be a rapid increase in the number of older drivers on the road in the next few decades. This increase can be attributed to the aging driving population in the United States and especially to an increase in the number of older adult female drivers. It appears that each new cohort of older drivers is increasing their average miles driven per year. A variety of medical impairments, including dementia, likely contribute to the increased crash rate in older adults.

In July 2011, there were 715,326 people licensed in Missouri who were age 65 or over. They accounted for 16.4% of the 4,372,541 persons licensed in Missouri.

Of all 2008-2010 fatal and disabling injury crashes in Missouri, 14.5% involved an older driver of a motor vehicle. In 2008-2010, 464 people were killed and 2,792 were seriously injured in traffic crashes involving an older driver.

Numerous stakeholders (e.g. State Highway Patrol (SHP), Missouri Department of Transportation (MoDOT), and Department of Revenue (DOR), have a primary concern to maintain or improve traffic safety. The State of Missouri has made improvements in their evaluation process by passing a voluntary reporting law in 1998. Approximately, 800 medical impaired drivers a year require further fitness to drive testing by the state. It is anticipated that these numbers will likely triple over the

next few decades. In addition, office based clinicians (e.g. physicians, occupational therapists) are often on the front line in determining whether their patients should even continue driving and/or be referred to the state for an evaluation.

Common medical conditions that are referred for fitness to drive evaluations to the Department of Revenue include visual conditions (e.g. macular degeneration, glaucoma, cataracts), cognitive impairment (e.g. stroke, dementia) and musculoskeletal diseases (e.g. osteoarthritis, hip surgery, restricted neck range of motion). Studies in tertiary referral centers have revealed an increased crash rate in drivers with dementia of the Alzheimer type in comparison with controls, although there have been exceptions. Larger population-based studies that have identified impaired drivers by brief screens have found modest increases in crash rates in older adult drivers. At higher levels of medical impairment, previous studies have indicated that many older adults are unable to pass a road test, and those that do are likely to fail with subsequent testing if they have a chronic disease.

Thus, many stakeholders that interact with older drivers such as the State Highway Patrol (SHP), physicians, occupational therapists (OT), driver's license examiners, may interact with impaired older adult drivers. There are approximately 800 fitness-to-drive referrals per year to the Department of Revenue (DOR) in the State of Missouri to evaluate older adults with underlying medical impairments.

Washington University has developed a screening battery that involves brief, simple, office-based testing to predict the ability to pass a performance based road test in a sample of medically impaired drivers. The combination of tests identified in studies (e.g. Trailmaking Test A, Clock Drawing Task, Snellgrove Maze Task) assist in risk stratification and could potentially reduce the number of necessary road tests by 50%. New and innovative tests that could further improve predictive power are sorely needed in the professional health care setting. There is a need to know whether the tests adopted in Washington University's OT-based driving clinic would have similar results in other clinical settings across the state of Missouri with clinicians who provide care for medically impaired older adults. Finally, there is a need to begin the process of designing a brief set of tests that can be easily adopted for use by Missouri Licensing Examiners to improve our ability to effectively and efficiently screen medically impaired drivers statewide.

The Missouri reporting law has been effective in delicensing unsafe drivers with medical impairments. However, the need for a battery of off-road tests is sorely needed to reduce the costs of road testing in our state, reduce unnecessary road tests and anxiety when performing these tests on our medically impaired drivers, and reduce the risk to examiners and the public when taking these impaired drivers out on the road for evaluations.

GOALS AND OBJECTIVES:

1. To evaluate the validity/reliability of our brief fitness-to-drive tests in predicting road test performance in a physician based clinic
2. To further analyze the use of traffic sign recognition and written test questions in predicting fitness-to-drive

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

SUMMARY OF CURRENT PROJECTS

Project #1 Part A: Prospective Expanding Medical Fitness to Drive Study:

The primary objective of this project was to recruit new medically impaired participants from a physician based clinic with the goal to derive a fitness-to-drive model (e.g. predict failure on a standardized road test) using physician based clinical tools that tap into key functional abilities deemed important in the safe operation of a motor vehicle. For this year the study specifically focused on older adults with dementia referred for an evaluation at the Memory Diagnostic Center at Washington University. The specific plan for this year was to recruit 30 additional participants, whom have been successfully recruited, completed off-road and on-road testing and have just entered the data into our RedCap database. No significant problems with recruitment or testing were experienced during this year's study. The patients were referred by their subspecialists from this clinic setting for fitness-to-drive testing.

Project #1 Part B: Retrospective Expanding Fitness to Drive Study:

The primary objective of this project was to review previously tested participants in the database that had already completed fitness to drive testing from our MDC setting and add the appropriate physician clinical variables from the MDC clinic into the database. Staff was able to identify an additional 51 participants from previous studies that were referred for dementia from the MDC clinic. Human Studies approval was granted to obtain these additional data points from their electronic clinical record. This data has officially been entered into the database this past week.

Project #1: Part C: Combining Data Sets and Predictive Model:

Staff is in the process of combining both of these data sets and then the biostatistician will perform statistical analysis as previously done to determine the best-fit model for predicting fitness to drive. Variables to be assessed include the Clinical Dementia Rating box scores and specific psychometric test results obtained in the physician clinic setting. These results will not have been shared with the instructor that provided the fitness to drive rating after the clinic evaluation. Thus, the instructor who scored the road test will be essentially blind to the tests performed in the physician setting making for a stronger methodological study. It is anticipated that the analyses will be completed by January of 2014 along with the final analysis of the ability of traffic signs and/or written test questions to discriminate performance.

Project #2: Caregiver Tools to Predict Fitness to Drive:

(Abstract submitted and accepted and presented as a poster session at the International Conference on Alzheimer's Disease in Boston, July 2013).

Background:

Informants or caregivers need brief, simple screens to assist with the decision of when to consider evaluating driving skills in older adults with dementia. Checklists of abnormal driving behaviors are often recommended by professional organizations to assess driving performance. As far as project staff know, these checklists have not been well validated in the literature. The American Academy of Neurology in their updated Practice Parameter on Dementia and Driving¹ also recommended assessing several driving behaviors or conditions that may predict risk and some can be measured by adopting the Driving Habits Questionnaire (DHQ).²

Methods:

The objective of this study was to determine if informant report of abnormal driving behaviors and driving quality ratings, impairments in IADL tasks as measured by the Functional Assessment Questionnaire (FAQ)³ or the AD8,⁴ and/or a brief cognitive screen (Short Blessed Test)⁵ could predict on-road performance. Participants were 152 older adults (73.2±9 years, 61% male) consisting of a mixed sample of demented drivers (N=124) referred for an evaluation at an OT-based driving clinic and healthy cognitively intact older adults (N=28) recruited from the WU Volunteers for Health registry. The major outcome measure was pass or fail on the modified Washington University Road Test (mWURT).⁶

Results:

Demented drivers had more abnormal driving behaviors and restricted their driving more than healthy controls as endorsed by informants, but these measures were suboptimal predictors of driving performance. However, participants who failed the road test had poorer qualitative driving ratings by the caregiver and were more likely to have functional impairments in handling finances, shopping, and performing hobbies ($p<0.05$). Using logistic regression, a combination of functional status, caregiver rating, and a brief cognitive screen were the best predictors of driving performance (AUC=.87 for AD8, Short Blessed Test, and the Caregiver Rating).

Conclusions:

In this sample of older adult drivers, functional impairments in higher order activities of daily living, caregiver ratings, and a cognitive screen were the best correlates of impaired road test performance. Detailed checklists of abnormal in-traffic driving behaviors observed by informants were suboptimal predictors. Further study of checklists may be warranted and could possibly be improved by requesting more direct observation by informants and/or adding a Likert scale to the responses. More studies are needed in larger samples and in additional clinical settings to validate these findings and develop multi-domain models for informant/caregiver prediction of driver performance.

The manuscript is in the final stages of completion and will likely submit this to the Journal of the American Geriatric Society by January of 2014.

Project #3: Record of Driving Errors (RODE)

Based on the quantitative error counts using Ms. Peggy Barco's comprehensive copyrighted scoring system of driving proficiency, she has now prepared a manuscript using a new novel analysis of driving behaviors based on traffic intensity on the Washington University Road Test. This manuscript has been submitted to JAMA Neurology.

Project #4: The Impact of Sedating Medications on Driving Performance

Staff at Washington University provided mentorship to a St. Louis College of Pharmacy student who tapped into our driving database that has been funded by MoDOT with a focus on medications and side effects related to driving performance. This has resulted in a peer-reviewed manuscript that has been accepted for publication in the Annals of Pharmacology.

Project #5: A Review of Medications and Driving Performance

Staff also provided mentorship to a St. Louis College of Pharmacy student who embarked on a comprehensive review of the association of medications with motor vehicle crashes. This has resulted in another peer-reviewed manuscript that has been accepted for publication in the Annals of Pharmacology.

On a final note, Dr. Carr was selected to be a consultant this past year to assist on the effort of the MTO (Ontario Ministry of Transportation) to choose brief screens to be administered during license renewal for older adults over age 80 years in the Province of Ontario. He was specifically hired by The Traffic Injury Foundation (TIRF) to assist in the selection and the administration of brief screens that could predict fitness to drive. Independent of his involvement in this project, TIRF selected our article that was published in The Journal of the American Geriatric Society in 2011 and sponsored by Highway Safety as one of the top ten articles in this field to use in their meta-analysis of studies in this area. In addition, staff continues to receive requests from various settings regarding the fitness to drive tools and the probability calculator and is hoped will shape the field and assist clinicians with determining fitness to drive.

1. Iverson DJ, et al. Practice Parameter Dementia and Driving Neurology 2010; 74: 1316-24
2. Owsley, et al. Older drivers and cataract: Driving habits and crash risk J Gerontol M203-11.
3. Pfeiffer Ri, et al. Measurement of functional activities. J Gerontology 1982 37:323-9
4. Galvin J, et al. Validity and Reliability of the AD8. Neurology 2006; 67: 1942-8
5. Katzman, et al. Validation of a test of cognitive impairment. Am J Psych 1983; 140: 734-9
6. Hunt LA, et al. Reliability of the WURT. Arch Neurol 1997; 54: 707-12.
7. Carr DB, et al. Predicting Road Test Performance in Dementia. JAGS 2011; 59: 2112-7
8. Ott BR, et al. Clinical Assessment of Driving Competence. JAGS 2005; 53: 829-833.

FUNDING:

AWARDED AMOUNT:

DISBURSED AMOUNT:

\$117,553.00

\$117,552.98

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ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.3% out of every 100 traffic crashes in Missouri were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash.

BENCHMARKS

Established	Result
<p>To decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to:</p> <ul style="list-style-type: none"> • 253 by 2011 • 248 by 2012 • 243 by 2013 • 238 by 2014 <p>2010 fatalities involving impaired drivers = 258</p>	<p>In 2010, there were 258 fatalities involving drivers with a .08 BAC or greater. In 2011, there were 280, an increase of 9%.</p>
<p>To increase impaired driving arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to:</p> <ul style="list-style-type: none"> • 9,009 by 2012 • 9,189 by 2013 • 9,373 by 2014 • 9,560 by 2015 <p>2011 impaired driving arrests made during grant-funded enforcement activities and mobilizations = 8,832 (DWI)</p>	<p>In 2011, there were 8,832 impaired driving arrests made during grant-funding enforcement mobilizations. In 2012, there were 8,176, a decrease of 7%.</p>
<p>To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:</p> <ul style="list-style-type: none"> • 33 by 2012 • 33 by 2013 • 32 by 2014 • 31 by 2015 <p>2011 fatalities involving impaired drivers under the age of 21 years = 34</p>	<p>In 2011, there were 34 fatalities involving impaired drivers under the age of 21. In 2012 there were 19, a decrease of 44%.</p>

Strategies—Public Information and Education

Identified	Implemented
Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as <i>Drive Sober or Get Pulled Over</i> , through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements	In FY2013 the impaired driving awareness messages were retagged using the <i>Drive Sober or Get Pulled Over</i> .
Incorporate impaired driving educational programs into school systems and businesses	Numerous school presentations were made during FY2013, as well as the distribution of items at schools and events.
Continue statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver programs)	CHEERS continues to expand across the state with approximately 300 bars and restaurants promoting the program and the designated driver program
Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving	The MCRS Impaired Driving subcommittee meets several times per year. The subcommittee is comprised of several agencies/organizations that work in the impaired driving area such as MADD, Missouri Office of Prosecution Services, Department of Health and Senior Services, Revenue, Public Safety, Mental Health and the Office of State Courts Administrator. The subcommittee is co-chaired by a local

	prosecutor and a Captain with the Missouri State Highway Patrol. THSD staff provides support and coordination functions for the subcommittee.
Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment	The assessment report is on file in the OHS and was used in the development of Missouri's Impaired Driving Strategic plan, which was finalized and printed in January of 2010 and updated in August of 2013.
Working through the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan	The Impaired Driving Subcommittee members provide technical expertise to the Department of Public Safety and many legislators across the state during the legislative session. In addition, many strategies are piloted in local jurisdictions and brought to the subcommittee for statewide expansion.
Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners in Environmental Change; local community educational programs	Team Spirit Conferences, Reunion and up to 4 one-day mini conferences continue to be implemented across the state reaching approximately 70 high schools annually. ThinkFirst continues to excel in safety education efforts reaching 21,389 Missouri students 3,650 Missouri employees through school and worksite/organization presentations, and 217 high-risk Missouri drivers through the Traffic Offenders Program. Other programs, such as Every 15 Minutes, DWI docudramas, Safe Communities programs, CHEERS and the Battle of the Belt competition continue to be promoted and conducted statewide with great success.
Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications	Impaired driving educational materials are updated on a continuous basis as needed. New partnerships are constantly sought out and provided with the educational materials appropriate for their audience. In addition, the MCRS website, www.saveMOlives.com , is an invaluable tool for educating the public about traffic safety issues and providing resources.
Develop campaigns/materials to reach targeted high-risk groups	High risk groups such as teens and young adults in their twenties are continually targeted in campaigns and materials relating to alcohol use and driving. A media campaign along with an enforcement campaign was conducted in the spring targeting underage drinking.
Develop materials to educate legislators about alcohol and other drug-related driving issues	The OHS provided a myriad of printed materials for legislators during the legislative session. These materials supported efforts to pass comprehensive DWI reform.
Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners In Prevention, Partners In Environmental Change)	The staff in the Traffic and Highway Safety Division regularly attends committee and subcommittee meetings to share ideas and avoid duplication of effort.
Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or <i>Every 15 Minutes</i> , loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers	The Highway Safety Office in partnership with all MoDOT regional offices and the Missouri Coalition for Roadway safety continue to provide technical assistance to schools and communities in order to develop and conduct programs addressing impaired driving and underage drinking.
Provide Drug Impairment Training for Educational Professionals across the state	HSD provides grant funding to the Missouri Police Chiefs Association to coordinate this training. MPCA conducted 7 classes, providing training to 167 law enforcement officers and educational professionals across the state.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	The HSD organized a press event prior to the national impaired driving campaign in Kansas City. We also co-sponsored a press event with the states of Oklahoma, Kansas and Arkansas in Joplin prior to the national impaired driving campaign.

Strategies—Enforcement

Identified	Implemented
Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans	Increased participation is promoted during the scheduled quarterly statewide impaired driving campaigns as well as with the law enforcement agencies that receive year-round DWI enforcement overtime funds. The HSO continues to work with local law enforcement in the expansion of DWI task forces throughout the state, primarily for increasing the number of sobriety checkpoints being conducted.
Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)	<p>The following equipment was provided to law enforcement agencies for sobriety checkpoints: generators, lighting, flares, cones, signs, striping, safety vests, and PBTs.</p> <p>In addition, this year there was funding allocated to purchase new breath alcohol testing instruments for the Missouri State Highway Patrol and local law enforcement agencies. This will allow for some of the older technology to be replaced.</p>
Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)	During this fiscal year training was provided through Missouri Southern State University, the Missouri Safety Center, Missouri State Highway Patrol, Department of Revenue and the Missouri Office of Prosecution Services. A more detailed listing of the training is included as part of this report.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	Gorden Graham is a retired police officer who, along with Bill Dampf, provided motivational presentations to the congregation of 329 at the LETSAC Conference in 2013.
Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program	OHS provides grant funding to the Missouri State Highway Patrol and the Missouri Safety Center to provide DRE training.
Support a state SFST/DRE coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program	The SFST/DRE Coordinator is a regular member of the Impaired Driving Subcommittee of the MCRS and meets with that committee on a routine basis. The coordinator is also a member of the SFST/DRE Oversight Board that meets four times a year. He sends out notices and updates as needed and when appropriate. He maintains an email list of both DRE and SFST instructors.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, underage drinking law enforcement training, selective enforcement, compliance checks, and special events)	On-going training opportunities for professionals, law enforcement and students were provided that addressed effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing alcohol sales to intoxicated individuals and minors and preventing impaired driving. Training was provided by the Pacific Institute for Research and Evaluation and the Partners in Prevention Coalition for law enforcement agencies, establishments who possess a license to sell liquor and college campuses.
Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment	The assessment report is on file in the OHS and was used in the development of Missouri's Impaired Driving Strategic Plan, which was finalized and printed in January 2010.
Increase participation in statewide multi-jurisdiction mobilization enforcement efforts	Increased participation is promoted during Quarterly Statewide DWI campaigns and Occupant Protection campaigns. It is also heavily promoted during the national campaigns such as "Drive Sober or Get Pulled Over" and "Click It or Ticket".
Support selective enforcement efforts to address young drinking drivers by funding statewide underage drinking enforcement projects and training	An underage drinking and driving law enforcement campaign was conducted in May 2013 with 175 agencies participating and resulted in 91 MIP, 6 Zero Tolerance and 1 Fake ID citations.
Support DWI traffic units with local law enforcement	OHS continues to support DWI units in Boone County,

agencies	Columbia, Creve Coeur, Franklin County, Greene County, Jackson County, Jefferson County, Joplin, Platte County and St. Louis County.
Update administrative rules for the ignition interlock program as needed to insure that DWI offenders cannot operate a vehicle while intoxicated	OHS worked with the Missouri Department of Revenue, ignition interlock providers, and the courts to determine what changes needed to be made to the administrative rules for the ignition interlock program since passage of recent legislation. The rulemaking process was started during this fiscal year and will be completed in FY'14.

Strategies—Prosecution/Adjudication

Identified	Implemented
Provide training for judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, the National Traffic Law Center and the National Drug Court Institute	OHS provides grant funding to the DOR for law enforcement seminars that are held across the state. The seminars are four hours in length and cover a variety of DWI issues including case law, legislation, courtroom testimony, etc. A combined total of over 500 law enforcement officers, judges and court personnel attended the sessions.
Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri	The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri. This was the ninth year of a grant originally awarded in October 2004. A comprehensive training program is presented annually, geared toward prosecutors and law enforcement, featuring local and national speakers. In addition, the TSRP provides technical assistance to local prosecutors in the area of DWI prosecution.
Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates	The MADD Missouri court monitors continue to work with prosecutors and judges across the state to improve conviction rates in DWI cases.
Provide equipment and training to enhance the DWI Tracking System (DWITS)	All enhancement and malfunctions to the DWITS were completed with Highway Patrol resources versus contracted computer consultants. Therefore, there were no federal grant funds expended on this endeavor.
Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference	A presentation was provided at the 2013 Missouri Municipal & Associate Circuit Judge's Association Conference held each year in May.
Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing	A total of 273 law enforcement agencies, 85 prosecuting attorney offices, 93 courts, and 35 correctional agencies are registered users of the DWITS. The Patrol is also receiving DWI-related arrest information electronically from 148 law enforcement agencies via the interface established between the DWITS and the Regional Justice Information Services (REJIS).
Continue expansion of DWI courts throughout the state	DWI Courts have expanded dramatically in the last two years, increasing to 19 stand-alone county programs and 38 adult drug court programs that accept DWI offenders. As of June 30, 2013, there were 894 individuals participating in DWI courts. There were also 243 DWI court graduates thus far in Calendar year 2013, with a program graduation rate of 90 percent.
Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts	The Appeals Attorney conducted extensive legal research; drafted court briefs and other pleadings; and presented a number of oral arguments before the Missouri Court of Appeals in its eastern, western and southern districts.
Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator	The full-time Paralegal position was created in the DOR, General Counsel's Office to review and monitor alcohol-related traffic offenders. The position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving

Strategies--Technologies

Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system	Training presentations on the DWITS were completed at Jefferson City, Lee's Summit, Springfield and Weldon Spring. There were 81 individuals from Missouri criminal justice agencies that registered for this training; 56 attended. The Traffic Records Division disseminated 92 tutorial computer disks to requesting parties seeking information on the DWITS. The division also returned 1,365 DWITS records to reporting agencies for review and/or correction, and mailed 1,917 letters to validate user access to the system.
Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed	The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Breath Lab Staff has been active in planning for new breath instruments in the state. In addition, MSC also began the process of replacing older breath alcohol instruments in the state with newer technology.
Seek ways to expedite processing of DWI offenders	The Traffic Safety Resource Prosecutor programs have been offered to encourage cooperation between law enforcement, prosecutors and judges to streamline the process for warrants to obtain blood samples in DWI refusal cases.
Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices	HSO staff work with partnering agencies such as DOR, OSCA to improve ignition interlock use and offender compliance.
Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules	A retired law enforcement officer serves as the Ignition Interlock Monitor for the State. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The centers were monitored to ensure compliance with the state guidelines. In addition, the ignition interlock held in-person and telephone meetings with the ignition interlock manufacturers.

DWI TRACKING SYSTEM

The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system has provided information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through adjudication. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prosequi. When charges are filed, the dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports are provided that identify non-reporting agencies and information missing within individual DWI incidents. This system provides Missouri with the most comprehensive information on DWI offender records ever available. The program became operational in February of 2005.

SOBRIETY CHECKPOINTS

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI enforcement arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing Section 410 and 154 alcohol incentive funds, the OHS was able to provide funding to support checkpoints through 103 local law enforcement agencies (and the Missouri State Highway Patrol). It is important to note that other law enforcement agencies not listed below may also be conducting sobriety checkpoints.

- | | |
|--|--------------------------------------|
| 1. Arnold Police Department | 7. Bloomfield Police Department |
| 2. Barry County Sheriff's Office | 8. Boone County Sheriff's Office |
| 3. Bell City Police Department | 9. Breckenridge Police Department |
| 4. Bellefontaine Neighbors Police Department | 10. Calverton Park Police Department |
| 5. Belton Police Department | 11. Camden County Sheriff's Office |
| 6. Bertrand Police Department | 12. Cape Girardeau Sheriff's Office |

13. Cape Girardeau Police Department
14. Carterville Police Department
15. Carthage Police Department
16. Caruthersville Police Department
17. Charlack Police Department
18. Charleston Police Department
19. Chesterfield Police Department
20. Christian County Sheriff's Office
21. Clark County Sheriff's Office
22. Cleveland Police Department
23. Cole County Sheriff's Office
24. Columbia Police Department
25. Cottleville Police Department
26. Creve Coeur Police Department
27. Dallas County Sheriff's Office
28. Dexter Police Department
29. Douglass County Sheriff's Office
30. Duquesne Police Department
31. Eureka Police Department
32. Farmington Police Department
33. Franklin County Sheriff's Office
34. Gladstone Police Department
35. Granby Police Department
36. Grandview Police Department
37. Greene County Sheriff's Office
38. Hallsville Police Department
39. Harrisonville Police Department
40. Hartville Police Department
41. Hayti Police Department
42. Hazelwood Police Department
43. Hollister Police Department
44. Howell County Sheriff's Office
45. Independence Police Department
46. Jackson County Sheriff's Office
47. Jackson Police Department
48. Jasper County Sheriff's Office
49. Jefferson County Sheriff's Office
50. Joplin Police Department
51. Kansas City Police Department
52. Kennett Police Department
53. Lake Ozark Police Department
54. Lake St. Louis Police Department
55. Lake Winnebago Police Department
56. Lamar Police Department
57. Lawrence County Sheriff's Office
58. Lebanon Police Department
59. Lees Summit Police Department
60. Missouri State Highway Patrol
61. Moberly Police Department
62. Monett Police Department
63. Morgan County Sheriff's Office
64. Mountain View Police Department
65. Nixa Police Department
66. O'Fallon Police Department
67. Olivette Police Department
68. Oronogo Police Department
69. Osage Beach Department of Public Safety
70. Overland Police Department
71. Ozark Police Department
72. Parma Police Department
73. Platte County Sheriff's Office
74. Pleasant Valley Police Department
75. Portageville Police Department
76. Raymore Police Department
77. Raytown Police Department
78. Republic Police Department
79. Rolla Police Department
80. Scott City Police Department
81. Scott County Sheriff's Office
82. Sedalia Police Department
83. Seneca Police Department
84. Sikeston Department of Public Safety
85. Silex Police Department
86. Smithville Police Department
87. Springfield Police Department
88. St. Charles City Police Department
89. St. Charles County Sheriff's Office
90. St. John Police Department
91. St. Joseph Police Department
92. St. Louis County Police Department
93. St. Louis Metro Police Department
94. St. Peters Police Department
95. St. Robert Police Department
96. Stone County Sheriff's Office
97. Sugar Creek Police Department
98. Summersville Police Department
99. Troy Police Department
100. Velda City Police Department
101. Vernon County Sheriff's Office
102. Willow Springs Police Department
103. Wright County Sheriff's Office

PROJECT TITLE:

Full-Time DWI Unit

PROJECT NUMBER:

13-154-AL-012

PROGRAM AREA:

AL

JURISDICTION SIZE:

654,986

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Jackson County Sheriff's Office

AGENCY CONTACT:

Ms. Beverly Smith

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2008-2010 period, 460,267 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.3% involved someone being seriously injured. During the same time period, there were 23,064 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 800 people were killed and another 3,310 were seriously injured.

GOALS AND OBJECTIVES:

Goal:

To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:

- 294 by 2010
- 288 by 2011
- 282 by 2012
- 277 by 2013

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)

- Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The results for the annual DWI report maybe found at the Attachments link.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$185,345.00	\$146,837.50

HS CONTACT:

Marcus Holmes

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

Full-Time DWI/Traffic Unit FY 2013 Annual Report

Law enforcement agencies with full-time DWI or Traffic Officers are required to complete and send an annual report for Fiscal Year 2013 (October 2012—September 30, 2013). Please provide information to the following questions and return to Marcus D. Holmes by November 9, 2013.

1. What roadways did your agency focus the enforcement details?

Of the 9,606 vehicle stops conducted during the above twelve months, 67.5% were conducted on Interstate/State maintained highways, 5.8% were conducted on county maintained roadways and 26.7% were conducted on city streets.

Impaired crash statistics tend to support focusing on city and state highways and we have done so whenever possible.

2. What schedule did your officers/deputies work (time of day and day of week)?

Work schedules varied by the day of week and time of day with each shift consisting of ten-hours. Sgt. Buffalow and 1 deputy generally worked day shift to handle speed/careless driving complaints. Three deputies generally worked 1800 to 0400 hours. During DUI initiatives, all five personnel worked 1800 to 0400 hours.

3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes?

During monthly meetings with outside agencies, areas needing extra enforcement efforts were identified and that information was then disseminated out to our deputies via meetings, e-mailings and cellular telephone calls, depending upon the specifics of the situation. Crash locations and investigation results were also shared with deputies in a timely manner following each specific incident.

4. How did you engage the local community to raise awareness to the purpose of the DWI/Traffic Unit?

Information regarding checkpoints, saturation patrols, enforcement initiatives and such were provided to the department's PIO for release to local news organizations. Results of checkpoints and saturation patrols were also provided for release. Community Resource deputies also provided contact and enforcement information during community group meetings.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press release, TV/radio interviews, newspaper articles, etc.)

During an annual spring event attended by local politicians and members of the public, all traffic unit deputies attend and assist during the event. During casual conversations

with the citizens in attendance, each deputy is encouraged to explain our purpose and goals of our unit. Periodic news releases announcing checkpoints and saturation patrols and their results are provided to our PIO for release.

6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?

All members received quarterly training in defense tactics and firearms-related topics. All members also attended LETSAC 2012.

Sgt. M. Buffalow-

- See above*

Dep. T. Barton-

- See above*

Dep. T. Herrmann-

- Also attended the Combined Law Enforcement training held at Tan-Tar-A*
- Type II Supervisor*

Dep. B. Henderson-

- Also attended the Combined Law Enforcement training held at Tan-Tar-A*

Dep. R. Heck-

- Also attended the Combined Law Enforcement training held at Tan-Tar-A*

7. Please provide the changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

Deputy Raashid Brown left our department on August 28th to accept a position with the Dallas, TX Police Department. Deputy Tim Barton assumed his position in the Unit at that time.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

No.

9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

On 12/12/2012 Deputy Henderson was stopped on the roadside of Interstate 435 north of Gregory Blvd with an impaired driver arrest. Deputy Heck responded to the scene to assist with the towing of the arrestee's vehicle. While still on the roadside, another impaired driver struck the rear of Deputy Heck's vehicle, which then crashed into Deputy Henderson's vehicle, causing both vehicles to sustain substantial damage. Only the vehicle driven by Deputy Heck had been provided by MoDOT during the initial start-up of the Unit. This unit was later "totaled" out by the insurance company. In addition, the MoDOT-funded LPR system mounted on the vehicle driven by Deputy Henderson was also a total loss. The insurance company replaced that system too.

On 03/05/2013 Deputy Herrmann was stopped on the roadside and was also struck by an impaired driver causing substantial damage to the patrol vehicle. This vehicle was also

one of the original vehicles provided by MoDOT. The vehicle was also declared a total loss by the insurance company.

All three deputies are currently using unassigned vehicles from the department's fleet.

10. At the Full Time Unit Workshop held in January 2013 each unit was informed they must host a minimum of six sobriety checkpoints each year (though strongly encouraged to host twelve). Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

We assisted at 15 DUI Checkpoints and 3 Saturation Operations. They were:

10/13/2012—Assisted Lees Summit PD at DUI Checkpoint

10/27/2012—Assisted Raytown PD at DUI Checkpoint

11/02/2012—Jackson County Traffic Task joint DUI saturation operation along Interstate 70

11/09/2012—Assisted Kansas City PD at DUI Checkpoint

12/14/2012—Due to weather, DUI Checkpoint cancelled and saturation patrol conducted

03/16/2013—Jackson County Traffic Task Force joint DUI Checkpoint with Lees Summit PD

03/17/2013—Assisted Kansas City PD/MHSP at DUI Checkpoint

04/26/2013—Assisted Kansas City PD at DUI Checkpoint

05/17/2013—Assisted Kansas City PD at DUI Checkpoint

06/24/2013—Jackson County Traffic Task Force joint DUI Checkpoint with Lees Summit PD

06/14/2013—Assisted Kansas City PD at DUI Checkpoint

06/15/2013—Assisted Lees Summit PD at DUI Checkpoint

06/21/2013—Assisted Sugar Creek PD at DUI Checkpoint

06/28/2013—Assisted Kansas City PD at DUI Checkpoint

07/19/2013—Assisted Kansas City PD at DUI Checkpoint

08/30/2013—Assisted Kansas City PD at DUI Checkpoint

08/31/2013—Jackson County Traffic Task Force joint DUI Checkpoint with Lees Summit PD

09/13/2013—Jackson County Traffic Task Force joint DUI saturation operation with Grandview PD

** Note* I withheld using Hazardous Moving Vehicle funds until a final determination was made that we (area agencies) would not be conducting a Spring and Fall sport bike enforcement operation as conducted in previous years. I had anticipated conducting each operation utilizing as many as 10 deputies during the 2 operations and a total of 20 hours for each deputy during each of the operations. Unfortunately, such an operation did not materialize this year.*

11. Please list each officer/deputy individually and the number of vehicle stops, DWI arrests, HMV citations, and seatbelt citations they had during the grant year.

Unit Totals October 1, 2012 through September 30, 2013:

5,109 vehicle stops (32.5% of all department stops)
(635 more than last year)
73 DWI arrests (40.9% of all department DWI arrests)
(53 less than last year)
11 DWI patrol-arrest assists (patrol traffic stop/TSU DWI investigation)
(4 more than last year)
2,158 HMT citations (39.1% of all department citations)
(754 more than last year)
898 HMT warnings (27.6% of all department warnings)
(137 less than last year)
247 seat belt violations (37.2% of all department violations)
(197 more than last year)
444 suspended/revoked driver arrests (33.6% of all department arrests)
(104 more than last year)
3,296 non-moving citations (37.4% of all department citations)
(841 more than last year)
1,535 non-moving warnings (29.4% of all department warnings)
(169 less than last year)

Sgt. M. Buffalow:

1,400 vehicle stops (210 additional HMT grant stops)
10 DWI arrests
969 HMT citations
96 DWS/DWR arrests
197 Seatbelt citations
1,345 Non-moving citations

Dep. R. Brown (left Unit on 08/27/2013):

1,042 vehicle stops (66 additional HMT grant stops)
4 DWI arrests
423 HMT citations
116 DWS/DWR arrests
6 Seatbelt citations
749 Non-moving citations

Dep. T. Barton (entered Unit on 08/28/2013):

167 vehicle stops (12 additional HMT grant stops)
2 DWI arrests (14 additional prior to transfer into TSU)
68 HMT citations
6 DWS/DWR arrests
3 Seatbelt citations
65 Non-moving citations

Dep. R. Heck:

1,196 vehicle stops (114 additional HMT grant stops)
27 DWI arrests (assisted patrol in 9 additional arrests)
549 HMT citations
108 DWS/DWR arrests

*33 Seatbelt citations
677 Non-moving citations*

Dep. B. Henderson:

*444 vehicle stops (15 additional HMV grant stops)
24 DWI arrests (assisted patrol in 1 additional arrest)
78 HMV citations
89 DWS/DWR arrests
3 Seatbelt citations
307 Non-moving citations*

Dep. T. Herrmann:

*443 vehicle stops (did not work HMV grant)
6 DWI arrests (assisted patrol in 1 additional arrest)
71 HMV citations
29 DWS/DWR arrests
5 Seatbelt citations
153 Non-moving citations*

Our statistics also revealed an average of 0.132% BAC for those persons who submitted a breath sample. We determined that during 39.8% of the arrests, the arrestee refused to submit breath, blood or urine for testing. At the time of arrest, the driver's license of 20.5% was either suspended or revoked.

12. Has your county/city had an increase or decrease in fatal and injury crashes the past three years? If you're experiencing an increase please explain your strategy to reduce them.

*2010-2011 3 crashes
2011-2012 1 crash
2012-2013 6 crashes*

This last year (Oct 1-Sep 30), we experienced 6 crashes with 7 fatalities. Excessive speed was a factor in 1 (vehicle was also stolen). Excessive speed and alcohol were factors in another 2 crashes involving 3 fatalities.

Our second fatality of the year occurred when 2 vehicles met at the top of a hill along a stretch of county roadway.

Another fatality occurred during the operation of an ATV operated in an apparent careless and imprudent manner within a field.

A fatality occurred when a vehicle failed to yield to an on-coming motorcycle.

During the last 3 years, excessive speed was a contributing factor in at least 30% of all crashes. Only distractions/lack of attention is more prevalent (40% avg).

We have attempted to increase speed enforcement along both county roadways and state highways.

Interestingly, we also work an average of 20 deer-strike crashes annually.

13. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

We are looking forward to the work being done on the Blue Print for Jackson County currently undertaken by the Mid-America Regional Council and sponsored by MoDOT..

Please send to Marcus D. Holmes by 11/9/2013:

Email: Marcus.Holmes@modot.mo.gov

Fax: (573) 634-5977

Enforcement Statistics

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2013	
Agency: Jackson County Sheriff's Office			
Project: Full-Time DWI Unit		Project Number: 13-154-AL-012	
Enforcement Period Start Date: 10/1/2012		Enforcement Period End Date: 11/25/2013	
Enforcement Activity: SUMMARY			
DWI Alcohol Arrests: 56		Warnings	
DUI Drug Arrests: 1		Warn Following Too Close: 8	
Following too Close: 4		Warn Stop Sign: 7	
Stop Sign Violation: 8		Warn Signal Light Violation: 12	
Signal Light Violation: 29		Warn Fail To Yield: 19	
Fail to Yield: 13		Warn C & I Driving: 11	
C & I Driving: 24		Warn Speeding: 486	
Speeding: 1,637		Warn Other HMV: 215	
Other HMV: 142		Total HMV Warnings 758	
Total HMV 1,914			
Shaded areas are not included in totals.		Warn Seat Belt 36	
Seat Belt: 139		Warn Child Restraint: 1	
Child Restraint: 29		<div><div>Warn MIP Violations: 1</div><div>Warn Open Container: 0</div><div>Warn Zero Tolerance: 0</div><div>Warn Fake ID: 0</div><div>Warn Other Liquor Law: 0</div></div>	
<div><div>MIP Violations: 4</div><div>Open Container: 0</div><div>Zero Tolerance: 0</div><div>Fake ID: 0</div><div>Other Liquor Law: 0</div></div>		Warn Suspended/Revoked Licenses: 0	
Suspended/Revoked Licenses: 412		Warn No Operator's License 59	
No Operator's License: 210		Warn Uninsured Motorist: 220	
Uninsured Motorist: 706		Warn Other NON-HMV Violations: 1,177	
<div><div>Felony Arrests: 0</div><div>Drug Arrests: 49</div><div>Stolen Vehicles Recovered: 4</div><div>Fugitives Apprehended: 670</div></div>		Total NON-HMV (Warnings) 1,493	
Other Non-HMV Violations: 1,219		Total Violations (Warnings) 2,251	
Total Non-HMV 2,715			
Total Violations (Citations) 4,629			

Program: TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year: 2013
Agency: Jackson County Sheriff's Office	
Project: Full-Time DWI Unit	Project Number: 13-154-AL-012

Number of Sobriety Checkpoints: 9 BAC Given: 32 Refused: 23 Field Tested SFST: 54 Drug Influence Evaluation: 1 Blood Draws: 1 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">16-20</td> <td style="width: 15%;">21-29</td> <td style="width: 15%;">30-39</td> <td style="width: 15%;">40-50</td> <td style="width: 15%;">50+</td> </tr> <tr> <td>3</td> <td>17</td> <td>19</td> <td>11</td> <td>5</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	3	17	19	11	5	Number of Vehicle Stops: 4,364 Number of Hours: 7,050 Enforcement Cost: 146,837.50 Performance Stops Per Hour: 0.63 Cost Per Citation: 23.06 Cost Per Stop: 36.69
16-20	21-29	30-39	40-50	50+							
3	17	19	11	5							

Media Coverage:

<input type="checkbox"/> Radio	<input type="checkbox"/> TV	<input checked="" type="checkbox"/> 5 News Releases	<input type="checkbox"/> Press Conference	<input type="checkbox"/> Web Site	<input type="checkbox"/> Print Media
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Other:

Location, activity or comments:

Youth Alcohol Only Party Calls: 0 Disturbances: 0 Compliance checks: 0 Number of Contacts: 0	Full Time Grant-Funded Units Hours on Enforcement: 7,050 Hours in Court: 26 Hours in Training: 693 Hours on Leave: 856 Hours in Outreach: 101 Other Hours: 1,700 Total Hours: 10,426
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Reporting Officer's Name:

PROJECT TITLE:

Attorney and Legal Assistant

PROJECT NUMBER:

13-154-AL-081

PROGRAM AREA:

AL

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO Dept. of Revenue

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

Employ one (1) FTE Appellate Counsel in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Appellate Counsel is to be exclusively assigned case files involving intoxication-related license actions on appeal with the Missouri appellate courts, and to work as Department liaison to the Office of the Attorney General for appellate cases, and as a trainer for Department attorneys.

Employ one (1) FTE Legal Assistant/Paralegal in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Legal Assistant/Paralegal will be assigned responsibility for all section 577.041, RSMo Chemical Refusal appeal cases handled by local prosecuting attorneys, statewide. The employee will process petitions and stay orders as served on the Department; prepare correspondence to local prosecutors; send certified records consisting of the arrest report of the officer and attachments; and monitor the cases statewide, through final disposition by the court. The Legal Assistant/Paralegal will further communicate with local prosecuting attorney offices and court personnel, and advise the Department's Drivers License Bureau upon disposition. The employee will further compile statistical data on all chemical refusal cases, and promote strict prosecution standards for repeat offenders and ignition interlock requirements. The Legal Assistant/Paralegal will conduct extensive background checks for all applicants reinstatement on section 302.060.1(9) ten-year license denial reinstatement, and for section 302.309.3 limited driving privileges, with special emphasis on those subject to five- and ten-year license denials, and offenders enrolled in certified DWI Court programs statewide. This employee will also serve as Ignition Interlock Device (IID) Coordinator for the Department to monitor those offenders required to maintain proof of installation of an IID for either limited privileges or license reinstatement.

PROBLEM IDENTIFICATION:

The Department of Revenue lacks a dedicated, trained representative to act as a conduit between the Department and the Attorney General's Office for appeals of impaired-driving related cases to Missouri appellate courts. Since the commencement of the 2010 grant period, DOR Appeals Counsel, Jonathan Hale, formerly employed by the Attorney General's Office as an Assistant Attorney General, and currently employed by the Department as Appellate Counsel, has developed a specialized expertise in this area. Over the past year, he has worked closely with trial counsel and representatives of the Attorney General's Office for appeals to the various Missouri courts of appeal and to the Supreme Court, and has dedicated his time and talents to further Department goals in combating impaired driving. The result has been a much more organized, focused and professional effort in regard to case load management and support for these appeals.

Vigorous representation of the Department on appeal is crucial, as these cases set the case law precedent for the majority of issues involved in Missouri intoxication-related traffic offenses and related license sanction actions. In addition, case law precedent in Missouri criminal cases for some issues, such as probable cause to arrest, is also set in the Department's appellate cases. It is imperative that the Department has the resources and ability to provide adequate and competent legal representation in these cases.

In addition to the appeals cases, the Department of Revenue will be responsible for the administrative licensing requirements of the ignition interlock program that became effective on July 1, 2009 pursuant to Senate Bills 930 and 947, which passed in the 2008 legislative session. Installation of an ignition interlock device (IID) will be required for certain repeat alcohol-related traffic offenders for license reinstatement and for issuance of certain limited and restricted driving privileges. The provisions of sections 302.304, 302.309, 302.525, 577.041, and 577.600, RSMo were amended. Previously, drivers could only be required to have an ignition interlock device installed as a condition of a limited privilege or reinstatement by court order under

section 577.600, RSMo. With the new legislation, limited and restricted privileges requiring an IID may now be issued directly by the DOR, without a court order. However, as a new function, the Department does not have the funding or resources required to handle such requests. Significant, too, drivers subject to a ten-year license denial under the provisions of 302.060(8)(a), RSMo, (i.e., those who have demonstrated a greater propensity to combine alcohol consumption with vehicle operation) must make an evidentiary showing for any limited driving privilege request, as follows:

Such person shall present evidence satisfactory to the court or the director that such person has not been convicted of any offense related to alcohol, controlled substances or drugs during the preceding three years and that the person's habits and conduct show that the person no longer poses a threat to the public safety of this state.

This is also required for drivers under a five-year license denial for multiple DWI convictions, as a prerequisite for issuance of a limited driving privilege after they have served the first five years of their denial, if otherwise eligible.

The DOR currently does not have an employee(s) or means available to accept evidence or to make a legal determination as to whether a subject meets the criteria. Accordingly, such drivers will again have to go to court for their application, circumventing one of the key benefits of the new law—administrative issuance and control over not only the LDP, but the maintenance of the IID as well. This is critical to effectively implement the new law and realize the potential offered by the new IID provisions.

The primary advantage of the new Ignition Interlock legislation is that it will shift control of IID devices from Missouri courts to DOR. This is a new function for the Department and a unique opportunity to assume a controlling position to review initial applications for LDPs and RDPs, and to continuously monitor and track statistics on the scope and effectiveness of the new IID law.

GOALS AND OBJECTIVES:

Goals for the Appeals Attorney:

- 1) To provide dedicated, effective, and knowledgeable legal representation for the Department of Revenue for alcohol-related license appeals to the Missouri appellate courts, as delegated by the Office of the Attorney General;
- 2) To provide a Department liaison for targeted expert legal advice regarding impaired driving issues to the Office of the Attorney General for appellate cases represented by that office for Department cases involving impaired driving;
- 3) To provide ongoing, active and knowledgeable support to the Office of the Attorney General on behalf of the Department, by drafting appellate briefs, motions and legal memorandum addressing impaired driving issues common to 577.041 chemical refusal and 302.500 administrative alcohol appeals from trial courts statewide.

Goals for the Legal Assistant/Paralegal:

- 1) To provide a knowledgeable legal representative for the Department to properly and effectively administer the provisions of the administrative ignition interlock provisions for repeat intoxication-related offenders;
- 2) To provide dedicated support for court applications for 302.309 limited driving privileges (LDP) for five- and ten-year license denial persons, and those seeking 302.060.1(9) license reinstatement on ten-year minimum license denial actions, for repeat (three or more alcohol-related conviction) offenders.
- 3) To provide a dedicated Department employee with legal training to review, track and monitor petitions for court-ordered LDPs, conduct criminal background checks (state and federal), and provide documentation and other evidence to Department attorneys and courts regarding the applicant's habits and conduct.
- 4) To provide a trained Department legal representative to monitor repeat alcohol offenders requiring ignition interlock installation for either license reinstatement or LDP issuance, and to prepare statistical reports regarding these offenders.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations,

location of classes, class cancellation information)

- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
- Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

APPELLATE COURT CASE OUTCOMES

Review periodically the quality of the appellate work produced by the Department to ensure that it is consistent and correct, and solicit and evaluate feedback from the Office of the Attorney General in this regard.

DWI COURT LIMITED PRIVILEGE AND IGNITION INTERLOCK MONITORING

Track statistics for compliance with conditions for limited driving privileges and required ignition interlock device installation to determine if these requirements are effective to reduce the recidivism rate for repeat alcohol-related traffic offenders.

RESULTS:

Appeals Attorney Position

A full-time Appeals Attorney position was created within the Department of Revenue, General Counsel's Office to represent the Department in selected appeals to the Missouri Court of Appeals, including the Supreme Court, involving alcohol-related legal issues.

The vast majority of cases now handled by the Department involve alcohol-related issues, either as appeals of §§ 302.500 - 302.540, RSMo Administrative Alcohol license suspension or revocations, or Chemical Refusal revocations under § 577.041, RSMo. The opinions issued by appellate courts establish case law precedent for future impaired driving cases, both criminal and civil. The Department, as Appellant in a number of these cases, is able to select key cases where the facts would best serve as a "test" case to potentially strengthen the State's position for the prosecution of future alcohol-related actions. In other cases, where the Department is named as Respondent, our Appeals Attorney is required to defend appeals filed by alcohol offenders contesting trial court decisions upholding alcohol-related license suspensions or revocation actions.

Rachel Jones, a 2011 University of Missouri School of Law graduate and member of the Missouri Bar, has been employed as Appellate Counsel for over a year. On a daily basis, Rachel handles or assists the Attorney General's Office in handling 30-40 active appeal cases from start to finish.

Regular appeal meetings are conducted by Rachel and are attended by the General Counsel for the Department, as well as the Managing Counsel and Senior Counsel for the Transportation Section, together with the counsel for the Division Director for the Drivers License Bureau. Rachel reviews all cases presented for possible appeal from all three Transportation Section offices and prepares a detailed summary of the facts and law of each case. These summaries are typed up and distributed to attendees at the bi-weekly meetings, and Rachel makes a presentation to the group on each case. Cases are either recommended for appeal or are closed based upon the collective recommendation of the attendees. These meetings serve as an excellent forum for the development of strategies on how to best address the relevant legal and factual issues involved in these appellate cases.

Rachel's primary responsibilities include keeping track of all ongoing appeals, preparing and filing appellate documents, and acting as a liaison with the Missouri Attorney General's Office. In the year 2013, Rachel completed briefing or provided suggestions and legal research to assist the Attorney General's Office in briefing approximately 30 appellate cases, and performed 5 oral arguments.

Rachel also participates in efforts to educate attorneys and law enforcement officers regarding Missouri impaired-driving laws. She answers legal questions posed to her by the Department's trial attorneys and develops arguments to counter novel legal challenges raised by defense attorneys in civil license cases. She created a reference guide containing case law on major legal issues in chemical refusal and administrative alcohol cases for the Department's attorneys to utilize at trial. She recently presented an appeal update at two of the Department's law enforcement seminars and taught a continuing legal education program on appeal issues. She is currently working with the Missouri Bar to contribute to a chapter on appeal issues in the Missouri Bar's DWI Law and Practice CLE Deskbook.

The year 2013 has been a challenging year for the Department in the appellate courts for the state of Missouri. Because the Director's civil license cases are no longer reviewed under a standard of review which is deferential to the Director, the Director has experienced difficulty prevailing in certain types of cases. To compensate for the fact that the appellate standard of review is not as favorable to the Director as it once was, Rachel has focused on persuading trial courts to reconsider their decisions in cases where the Director would not be likely to succeed on appeal. By drafting and filing post-trial motions in these cases on behalf of Department attorneys, she has successfully convinced a number of courts to set aside judgments unfavorable to the Director, rendering appeal unnecessary in those cases. She has also developed and circulated a sample request for findings of fact to Department attorneys to assist them in obtaining explicit credibility findings from the trial court; as such findings greatly increase the Director's chances of obtaining a favorable result on appeal.

The Director has also seen his fair share of success on appeal this year. The Director has succeeded as Appellant in a number of cases, including *Smith v. Director of Revenue*, 2013 WL 5460089 (Mo. App. E.D. 2013), where the Director appealed from a trial court's judgment striking the Director's written records as a sanction for the arresting officer's failure to appear at trial, *Lara v. Director of Revenue*, 2013 WL 5614212 (Mo. App. W.D. 2013), where the Director appealed from a trial court's judgment finding that an individual whose license was revoked for driving while intoxicated was not operating a vehicle, *Gannon v. Director of Revenue*, 2013 WL 5726014 (Mo. App. E.D. 2013), where the Director appealed from a judgment finding the arresting officer's observations of intoxication were insufficient to constitute probable cause, and *Collins v. Director of Revenue*, 399 S.W.3d 95 (Mo. App. W.D. 2013), where the Director appealed from the trial court's judgment refusing to admit the result of a breath test because of a minor technical violation of the Department of Health and Senior Services regulations. The Director has a 100% win rate for all impaired-driving related appeal cases in which he was named Respondent during the year 2013.

RESULT:

The creation of the Appeals Attorney position has enabled the Department to dedicate a trained and knowledgeable legal professional to research, brief, argue and monitor cases on appeal to the Missouri Court of Appeals involving alcohol-related legal issues. The result has been a more focused, reasoned and coordinated effort to both pursue and defend appeals bearing on issues crucial to the effective prosecution and sanction of alcohol-related traffic offenders. The Appeals Attorney position has been an invaluable asset for the Department in its efforts to combat impaired driving, and we look to further expand the duties for the position and impact it may have.

Paralegal--Limited Driving Privilege and Ignition Interlock Coordinator

This full-time Paralegal position was created in the Department of Revenue, General Counsel's Office to review and monitor alcohol-related traffic offenders. This position has enabled the Department to isolate and review all court petitions served on the Director of Revenue requesting § 302.309, RSMo Limited Driving Privileges (LDP) and reinstatement on § 302.060, RSMo Five- and Ten-year license denial cases. The targeted population was repeat alcohol or drug-related traffic offenders who clearly pose the greatest threat to public safety. Placement of the position in the Jefferson City office was critical, as all petitions for court-ordered LDPs and reinstatement for repeat offenders require service on the Director at this office. The Paralegal daily receives and reviews all Petitions for Review and for LDPs, has a legal file opened in the General Counsel's Office, and assigns a licensed Department attorney to each case. The Paralegal then conducts a detailed search of the Department's Missouri Driver License database (MODL); the U.S. federal court database (PACER); and the Missouri state court database (CASENET) to check the criminal history of the applicant for any traffic or non-traffic alcohol or drug related offenses.

The paralegal handled over 1,930 LDP and reinstatements during fiscal year 2013; handled 345 DWI Court limited driving privilege application files; and has received, scanned and routed 1,361 criminal history checks for repeat DWI offenders who have applied for limited driving privileges or license reinstatement. In addition, she performed history checks on the federal court PACER database for alcohol or drug-related offenses for limited privileges or reinstatement applications, and has drafted hundreds of LDP answers for courts throughout the state of Missouri for limited driving privileges.

Criminal Background Checks

Individuals subject to five or ten-year license denial seeking reinstatement are required to apply for a "criminal history check", as defined in section 302.010(4), RSMo with the Missouri State Highway Patrol. Prior to ordering reinstatement, courts are mandated to review the criminal history check results. If the criminal history check reveals an alcohol or drug related offense—vehicle or non-vehicle related—within the specified 'look-back' period, reinstatement is prohibited. For five-year reinstatement, the look-back period is five years. For ten-year reinstatement, the period is ten years. If the court finds that the applicant has been convicted, found guilty of, pled guilty to, or has any pending charges for any offense related to alcohol or drugs or has any other alcohol-related enforcement contact (as defined in section 302.525) during the applicable period, reinstatement must be denied. While the historical look-back period of two years for limited driving privilege applicants subject to a five-year denial, and three years for a ten-year denial were eliminated effective July 1, 2013 by SB 23, a court is still required to consider any alcohol or drug related offenses when determining whether to issue limited privileges to

repeat offenders.

LDP Coordinator/Review of Five- and Ten-Year Denial Reinstatements

The Paralegal position has also enabled the Department to create programs and processes to continually monitor and track repeat offenders granted a LDP throughout the term of the LDP. This permits the Department to work closely with courts around the state to ensure that these offenders maintain the requirements for their limited privileges, namely, proof of installation of an Ignition Interlock Device (IID) and financial responsibility with the Department.

Where noncompliance is found, the Paralegal flags these files for immediate administrative termination of the LDP on Department records, and refers the legal file to a Department attorney to seek termination of the limited driving privilege order in the issuing court. Currently, the Paralegal is directly responsible for all applications for court-ordered LDPs, whether with a DWI Court or regular circuit court. This function has enabled the Department to monitor these repeat alcohol offenders to a greater extent than ever before possible.

A new function now performed by the LDP Coordinator is a review of all court-ordered LDPs after the legal file has been closed. This check is to ascertain that the offender has filed the required and correct ignition interlock device proof (IID device with camera and GPS) and proof of financial responsibility before the order is sent from the General Counsel's Office to the Drivers Bureau to add to an offender's Missouri Driver Record. Previously, court orders for LDP were keyed to a driver record as "valid," whether the requisite filings were completed or not. Now offenders will not be shown as valid until all filings are done.

DWI Court Monitor

Fifty special "DWI Courts" or dockets (including stand-alone and hybrid) were created to deal with certain repeat alcohol offenders and issue LDPs to those otherwise ineligible under the provisions of § 302.309, RSMo. These courts are located in Audrain, Barry, Barton, Boone, Butler, Callaway, Cape Girardeau, Cass, Cedar, Cole, Dunklin, Franklin, Gasconade, Greene, Jefferson, Lincoln, Montgomery, Newton, Osage, Perry, Pike, Platte, Ripley, St. Charles, St. Louis, Stoddard, Stone, Texas, Vernon and Warren counties. The Department, concerned about the granting of limited privileges to repeat alcohol offenders, instituted a new process to review these applications, conduct preliminary background checks, and to monitor their outcome. To date, the Department has been served with and filed special responsive pleadings in over 330 cases, the majority filed with the St. Charles County and Greene County DWI courts.

The Paralegal reviews the DWI Court LDP applications as they are served; conducts criminal and license history background checks; opens a legal file and assigns a Department attorney to each case. The Paralegal also operates as a contact person for the Department for the various DWI Courts, responding to inquiries regarding Ignition Interlock Device (IID) and financial responsibility filings and requirements. Significantly, the Department views this as a vital component in the developing DWI Court program, as the availability of an LDP in this context is designed to operate as an incentive to encourage repeat offenders to participate in DWI Court programs.

The Department desires to make every effort to closely monitor these offenders (something the DWI Courts do not always have the resources or time to do), and the Paralegal position enables it to do so. The Paralegal has created a database that will allow applicants to be monitored from the time the petition is received at the Department through the expiration of their LDP for violations, subsequent convictions and terminations by either the Department or the DWI Court. Monitoring is necessary, as the jurisdiction of the DWI Court over an LDP case is continuing through the termination date of the privilege. This is particularly important, too, as some ten-year minimum denial LDP holders may be in a LDP status for a period of up to nine years. This process will encourage communication between the Department and the DWI Courts and ensure accurate record keeping. The Paralegal is also renewing efforts to gain access to the IID manufacturers' websites in order to monitor more information about each LDP recipient including but not limited to installation and removal dates as well as violation reports. It is expected that the number of DWI Court applications will greatly increase over the next several years, too, as more DWI Courts are established, which will result in an increasing number of applicants to be screened and monitored by the Department.

Ignition Interlock Device (IID) Monitor/Contact Liaison

The Paralegal position continues to perform duties previously performed, in part, by members of the Missouri Department of Transportation, Highway Safety Division, and the Drivers License Bureau of the Department of Revenue, regarding Ignition Interlock Device (IID) installations. This has required additional training for the Paralegal, which included attendance at special training sessions covering IID installation and operation, to enable the Paralegal to field inquiries from offenders, courts and IID service providers. This specialized training has enabled the Department to assume a greater role in monitoring these offenders to better protect the public safety. The Paralegal has recently been engaged in creating a system to track all court-issued LDP orders, with a focus on DWI court-issued privileges. The purpose of this monitoring is to foster communication between the issuing courts and the Department so that notification of termination of an LDP by a court may

promptly be keyed and reflected on a Missouri Driver Record to assist law enforcement officers in the field, and to the courts from the Department for administrative termination. With the passage of SB 23 in the 2013 legislative session, the number of individuals requiring ignition interlock installation and monitoring has increased dramatically, and is anticipated to increase even more in early 2014.

RESULT:

The Paralegal position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges and reinstatement. The Department also now has the ability to track and compile statistical data regarding administrative IID installations statewide, and is also able to shoulder additional responsibilities added by the issuance of LDPs by DWI Courts to repeat alcohol offenders previously ineligible for such privileges.

The Paralegal has increased communication with all six ignition interlock companies approved to provide devices in the state of Missouri to decrease tampering and circumvention of the function of these devices, and to improve reporting of violations to DWI courts.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$125,250.50	\$109,294.12

HS CONTACT:

Jackie Rogers
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

DOR and Law Enforcement Training

PROJECT NUMBER:

13-154-AL-080

PROGRAM AREA:

AL

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO Dept. of Revenue

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

The Department of Revenue, General Counsel's Office, will organize and present law enforcement training seminars across the state. The seminars will heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated laws and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. These seminars are scheduled for a four-hour session at every Missouri State Highway Patrol troop headquarters in the State of Missouri. Topics traditionally include instruction on how to prepare and testify for trial; applicable DWI case law updates; standardized field sobriety testing procedures; applicable motor vehicle and driver license legislative updates on new laws; and specific topics year-to-year on emerging issues in DWI defense and prosecution, as dictated by efforts of defense attorneys statewide. Applicable, updated materials will be provided to seminar attendees, and the courses will be offered at no cost to law enforcement, prosecutors, and members of the judiciary who attend. Training will be conducted by experienced practitioners in the field, including certified law enforcement, licensed members of the Missouri Bar, and technicians in their particular field of expertise.

This training will be scheduled during the months of July, August and September, and will be scheduled for two four-hour sessions in St. Louis, Kansas City, and Springfield, and one four-hour session each in the cities of Poplar Bluff, Willow Springs, St. Joseph, Macon, Rolla and Jefferson City. Courses will be completed by September 30, 2010.

Costs will include printing, postage and other associated costs for the Traffic Notes newsletters, Law Enforcement Seminars and Prosecutor Manuals.

Several DOR senior attorneys will also present other training sessions at various professional conferences and training programs on impaired driving laws and driver license sanctions for intoxication-related arrests, as requested.

This training routinely requires PowerPoint and other illustrative materials as part of the presentation. Grant funding will be utilized to purchase a laptop computer with the required accessories for conducting training presentations.

Department attorneys, most of whom serve also as hearing officers, have long been actively involved in educational programs targeted for improving knowledge in the areas of DWI law, prosecution skills and topics related to the science of blood alcohol and drug testing. This education and involvement includes dissemination of information pertinent to other areas related to the effective and knowledgeable prosecution of the alcohol and drug offenses, including commercial driver licenses, license issuance, accident investigation, forensics and other driver license issues. The American Association of Motor Vehicle Administrators (AAMVA) sponsors an annual international conference and workshop for motor vehicle attorneys and law enforcement covering a wide range of topics. The national Symposium on Alcohol and Drug Impaired Driving Enforcement conference, sponsored by the Institute of Police Technology and Management (IPTM) provides excellent, broad-based training in all areas of roadside field sobriety screening, breath and blood testing procedures, DWI evidence, and other impaired driving issues for several of our trial attorneys, with instruction by nationally-recognized experts in these fields. The Missouri Office of Prosecution Services sponsors several very instructive seminars each year specifically on how to prosecute DWI cases, which are beneficial to the Department's attorneys. Department attorneys in 2010 are enrolled to attend the Northwest Alcohol Conference, Park City, Utah, and the Intoximeters, Inc., Users Group Training in St. Louis. These training opportunities, combined with other courses periodically sponsored by The Missouri Bar, provide The Department's attorneys with the skills they need to be effective in hearing and prosecuting alcohol and drug related license cases throughout the state of Missouri. The training indicated will be completed by September 30, 2011.

Acquisition of reference materials will assist the DOR General Counsel's Office in better communication with law enforcement, attorneys, judges, court clerks and related community. It is imperative that the attorneys in the department keep abreast of developments in the area of DWI and driver license law so as to more effectively hear and prosecute these cases.

PROBLEM IDENTIFICATION:

Department of Revenue, General Counsel's Office, Transportation Unit attorneys preside at administrative alcohol hearings (Sections 302.500 - 302.540, RSMo) and also prosecute alcohol and drug-related license suspension and revocation cases statewide (Section 302.311, RSMo, for alcohol-related point suspension and revocation appeals; Section 577.041, RSMo, "refusal" appeals; Section 302.060, RSMo, five and ten-year multiple DWI license denial appeals, etc.).

Due to ongoing budget restraints, there exists a lack of Department funding available to permit Department attorneys to attend specialized training on impaired driving prosecution techniques. The need for this specialized training is ongoing given the dynamic nature of developments in DWI and related motor vehicle case law as well as the continual revision of statutory and regulatory provisions. Further, as administrative alcohol hearings and court cases are dependent upon the admission of breath or blood test results, Department attorneys who hear and prosecute these cases require special knowledge in the areas of breath and blood testing and the related scientific fields of toxicology and pharmacology.

Further, the growth in DWI Courts during fiscal year 2012 has created an expanding class of individuals now eligible for limited driving privileges who were previously ineligible. This new class includes repeat offenders, primarily five- and ten-year denial drivers, who have demonstrated a propensity to consistently pose the greatest risk to the public safety. The granting of limited privileges to these drivers requires a considerable increase in background investigation and monitoring by Department attorneys and staff to ensure that these offenders comply with the requirements for legal licensure under the DWI court program requirements and for financial responsibility and ignition interlock installation as well. Over the past year, the total number of approved DWI Courts has greatly increased and these courts are now found in 37 circuit courts within 23 judicial circuits statewide.

There is also a great need for consistent, professional training for law enforcement, judges and attorneys in the state on Missouri impaired driving and license laws, as applicable laws change with every legislative session and appellate courts interpret existing law from time to time.

Significantly, too, the Department lacks dedicated funding for equipment and supplies to more effectively meet trial and appellate court requirements. There is also a need for current reference materials to more effectively communicate with attorneys, prosecutors and judges in regard to alcohol-related license actions, due to the high turnover experienced in these positions in recent years. This need and lack of a reliable funding source is an ongoing problem.

GOALS AND OBJECTIVES:

The goals of this project are:

- 1) To heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated law and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. Measured success may be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses having a license suspension or revocation action imposed, criminal conviction, or both.
- 2) To provide continuing education opportunities to DOR attorneys and hearing officers in the area of DWI.

Objectives:

1. Provide law enforcement training seminars across the state;
2. Produce and disseminate quarterly newsletter; and
3. Provide continuing education opportunities for DOR attorneys.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. Review and evaluate Department statistical data to determine whether the error or reject rate for alcohol influence reports (AIRs) received for filing by the Department's Drivers License Bureau, Administrative Alcohol Section declines;

Review and evaluate administrative hearing, trial de novo and chemical refusal outcomes to determine whether there is a reduction in the number of errors made by law enforcement officers in filling out the AIR, which have affected the ability of the Department to impose an alcohol-related license suspension or revocation action on a driver record;

Evaluate session evaluations by topic for all Department of Revenue Law Enforcement seminars held to determine if the needs of the target audience are being served;

Measured success may also be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses who will have a license suspension or revocation, a criminal conviction, or both.

RESULTS:

Attorney, Prosecutor and Judge Training—Seminars Conducted

DWI Court Training: Various Sessions, Jefferson City, Missouri (on-demand video webinar)

In cooperation with the National Center for Drug Courts (NCDC) and the Missouri Office of State Court Administrators (OSCA), the Department participated in instruction for court judges and staff for mandatory DWI Court certification by the Missouri Drug Court Coordinating Commission. This training is video webinar provided on demand in lieu of previous four-day live sessions for approved DWI Courts, and included instruction on Department of Revenue license suspension, revocation and denial actions, as well as procedures for applying for limited driving privilege and prerequisites required for issuance including financial responsibility and ignition interlock device filings.

Ray County Drug Court : October 5, 2012, Richmond, Missouri

This presentation to the Ray County Drug Court covered limited driving privilege and reinstatement provisions for repeat offenders on license denials.

MOPS DWI Webinar: December 28, 2012, Jefferson City, Missouri

This webinar, attended by internet by over 150 prosecuting attorneys and law enforcement members covered new regulations promulgated by the Missouri Department of Health and Senior Services, effective December 30, 2013, governing new breath testing devices, observation periods, and definitions.

Missouri DWI Law—What You Need to Know to Protect Your Client : March 14, 2013, 8:00 a.m.- 12:00 p.m., St. Louis and March 22, 2013, 8:00 a.m.-12:00 p.m., Kansas City

Sponsored by the Missouri Bar, this seminar was conducted by Charles Gooch, Managing Counsel, with private defense attorney John Newsome, St. Louis, Missouri, and John Bauer, St. Charles Co. Assistant Prosecuting Attorney. Topics covered: administrative alcohol and chemical refusal license actions; license denial for repeat offenders; new DWI Court provisions and limited driving privileges; alcohol or drug related convictions and their impact on a driver record; zero tolerance provisions; new DOHSS rule amendments for breath testing.

MADCP Conference: April 4, 2013, Osage Beach, Missouri

Presentation by Department counsel on new DWI Court and ignition interlock provisions to Missouri Association of Drug Court Professionals (MADCP).

MMACJA Conference: May 23-24, 2013, Lake Ozark, Missouri

Presentation by Department counsel on new driving while intoxicated, traffic and driver licensing laws to over 300 municipal and associate circuit judges attending the Missouri Municipal and Associate Circuit Judges Association conference at the Lodge of Four Seasons. Topics covered included new Department of Health and Senior Services rule amendments governing evidentiary breath testing, limited driving privileges, and ignition interlock devices.

MOPS Impaired Driving Conference: June 6, 2013, Osage Beach, Missouri

Presentation by Department counsel on new DWI laws, including ignition interlock devices, limited privileges, and DWI

Courts.

General Counsel's Office Impaired Driving Seminar: June 17-18, 2013, Truman State Office Building, Jefferson City, Missouri
This two-day training was targeted for Department attorneys with a focus on DWI law and trial practice. Topics include two hours of ethics, new evidentiary breath testing procedures and devices; legislative update and federal compliance issues, and appeal and trial practice issued forum. This training is crucial for Transportations attorneys to maintain the required courses for licensure and to keep them abreast of changes in DWI laws and trial practice. Agenda attached.

2012 LETSAC Conference: July 11, 2013, Lake Ozark, Missouri

Instruction provided by Department attorneys to several hundred Missouri law enforcement officers on Missouri DWI law legislation and case law updates.

DWI Law and Science Conference: July 19, 2013, Osage Beach, Missouri

Sponsored by the Missouri Bar, this seminar provided instruction by a Department attorney on Missouri DWI law and statutory updates to over three hundred Missouri DWI defense attorneys attending from all areas of the state.

Impaired Driving Summit: July 25-26, 2013, Columbia, Missouri

Several Department attorneys attended these interactive sessions with other state agency stakeholders, designed to provide input for the drafting of Missouri's Impaired Driving Strategic Plan for federal compliance under MAP 21.

MADD Toolbox Impaired Driving Seminar: August 2, 2013, St. Louis, Missouri

A presentation by Department counsel at this annual event for St. Louis-area law enforcement at the Hollywood Casino, covering changes in Missouri DWI law.

DWI Court Law Update (teleconference): August 7, 2013, Jefferson City, Missouri

This presentation covered changes in Missouri limited and restricted driving privilege laws resulting from Senate Bill 480 (2012 session) and SB 23 (2013 session), including new ignition interlock device monitoring provisions.

RESULT:

These training sessions featured the Department of Revenue's role statewide in alcohol and drug-related traffic offenses and license sanctions, including new efforts to target repeat and high BAC offenders. Such training reached hundreds of stakeholders in these efforts, including attorneys, judges, law enforcement officers and clerks; court personnel, treatment providers, defense attorneys and citizen advocacy groups. These efforts help foster good will between various stakeholders in the process with the goal of more efficient processing of DWI offenses in the state of Missouri and implementation of sanctions.

Annual DOR Impaired Driving Seminars for Law Enforcement : August - September, 2013 (various locations statewide)

During the months of August and September, the Transportation Section of the General Counsel's office conducted its annual DWI training sessions for law enforcement officers, prosecutors, judges and court staff. With the assistance of the Missouri Safety Center and Department of Health and Senior Services, fifteen sessions were presented at 12 locations around the state. Over 500 individuals attended this year. The four-hour sessions covered updates on standardized field sobriety testing, breath alcohol testing, DWI case law, new legislation, and testifying in court for officers.

Key areas of instruction this year were revisions to the Department of Health and Senior Services rules governing breath alcohol testing, effective December 30, 2012. Also covered in some detail were substantial changes in Missouri appellate courts opinions regarding impaired driving license cases, and SB 23, which made it easier for repeat offenders to obtain legal licensure, with ignition interlock installation and monitoring requirements.

RESULT:

Over 500 law enforcement officers, judges, and court personnel were trained on updated DWI case law, statutory amendments, DWI and Administrative Alcohol processes for arrest, evidentiary testing, appeal, and reporting. These programs were also certified by the Missouri State Highway Patrol for P.O.S.T. Continuing Education credit (legal) for law enforcement, and by the Missouri Bar Association for required Continuing Legal Education (CLE) credit for attorneys and judges

2013 Missouri State Highway Patrol "In Service" DWI Training

These training sessions were presented by James A. Chenault, III, Senior Counsel, at the Missouri State Highway Patrol General Headquarters in Jefferson City, Missouri. This training is mandatory for Highway Patrol troopers throughout the state, and focused on DWI defense tactics; case law updates on DWI issues; best practices for Alcohol Influence Report drafting and DWI arrest/evidentiary tests for blood alcohol concentration/blood draws. Training materials provided to attendees included cases law updates, Alcohol Influence Report preparation instruction, and recommended DWI arrest and chemical testing procedures.

RESULT:

All 2013 graduates of the Missouri State Highway Patrol Academy and other officers subject to the annual in-service training requirements received specific training on DWI case law precedent and procedures from the perspective of an experienced legal representative of the Department's Transportation Section.

Seminars Attended

AAMVA Annual Spring Workshop and Law Institute: March 11 - 14, 2013, Atlanta, Georgia

An annual, national conference for motor vehicle and driver license bureau staff attorneys and administrators, with a focus on federal law compliance for impaired driving offenses and administrative license actions, including commercial drivers license issues. This training was approved for over 18 hours of Missouri CLE for attorney licensure, and attended by three Department attorneys.

Association of Ignition Interlock Program Administrators: May 5-8, 2013, Oklahoma City, OK

A national conference attended by state stakeholders and private vendors from throughout the United States, this three-day conference was attended by our Ignition Interlock Coordinator and Paralegal and a Department manager instrumental in implementing ignition interlock provisions in the state of Missouri.

DWI/Traffic Safety and DRE Recertification Conference: June 5-7, 2013, Osage Beach, Missouri

This presentation targeted Missouri law enforcement and prosecutors who focus on enhanced impaired driving enforcement statewide.

Prosecuting the Drugged Driver: September 11-13, 2013, Kansas City, Missouri

This seminar, sponsored by the Missouri Office of Prosecution Services, covered all aspects of prosecuting impaired and drugged drivers, and was attended by a newly-hired Department Legal Counsel from our St. Louis office.

RESULT:

Department attorney received a wide variety of training on emerging DWI law trends and defenses from various sources, and earned required Missouri Bar CLE credit for professional licensure.

Training Materials Provided

2013 DWI Law Update— Over 500 copies of our annual reference guide for prosecutors, law enforcement officers and judges were produced utilizing grant funding this year and distributed at various seminars. Topics covered include 2013 Missouri case law updates; impaired driving clues for drugged drivers; legislative updates from the 2013 Missouri legislative session; Missouri Department of Health and Senior Services breath testing rule updates effective December, 2012; and new ignition interlock devices and monitoring requirements effective July 1, 2013; October 1, 2013, and March 3, 2014 under SB 23.

RESULT:

Over 500 judges, prosecutors, law enforcement and court personnel were provided with updated information and instruction on new DWI laws and court cases, and information on how to better understand Missouri driver license/DWI-related suspension, revocation, denial and limited driving privileges.

Equipment/Supplies

Strategy implemented:

(1) Purchased three (3) 2013 Missouri Legal Directories for use by Transportation Section attorneys and staff statewide to reference current contact information for Missouri attorneys, judges and court personnel.

RESULT:

The directories are being utilized to provide up-to-date contact information for attorneys, judges and courts statewide, in an effort to keep our mailing list for our Traffic Notes newsletter and training materials current, and to confirm the identity of new judges, prosecutors and court clerks.

(2) Purchased quarterly-updated editions of the 2013 Federal Motor Carrier Safety Administration (FMCSA) regulations governing commercial driver license issuance, withdraw, and disqualification with an emphasis on impaired driving and BAC offenses.

RESULT:

The FMCSA regulations are being used to track revisions in federal CDL laws.

(3) Purchase one laptop computer to replace a six-year old unit to be utilized for impaired driving presentations presented by Department attorneys.

RESULT:

The Department now has a reliable laptop for impaired driving PowerPoint presentations for training its attorneys, law enforcement, and judges.

(4) Purchased one electronic scanner for use by our Ignition Interlock and Limited Driving Privilege coordinator for scanning and tracking of criminal history checks and other information received and processed by the Department for impaired driving offenders seeking licensure.

RESULT:

The Department is now able to quickly and efficiently process Criminal History Check records for five- and ten-year license denial (repeat) DWI offenders, for purposes of limited driving privilege issuance and license reinstatement.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$24,700.00	\$18,977.49

HS CONTACT:

Jackie Rogers
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

DWI Enforcement Unit

PROJECT NUMBER:

13-K8-03-020

PROGRAM AREA:

03

JURISDICTION SIZE:

195,675

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Jefferson County Sheriff's Office

AGENCY CONTACT:

Lt. Scott Schumer

PROJECT DESCRIPTION:

The DWI Unit focused primarily on the northern part of Jefferson County which is where the majority of the population, bars, traffic, and fatality crashes are in this area. One deputy works Monday through Thursday 5:00 PM to 3:00 AM and two deputies work Wednesday through Saturday 5:00 PM to 3:00 AM. Roll calls are held monthly with the Dwi Unit, in conjunction with the maintenance on the breath instruments.

In addition to enforcement duties, the DWI Unit conducted mock crashes at several local high schools and conducted community relations and victim impact presentations. Press releases were utilized in the announcement of upcoming Sobriety Checkpoints and Sheriff Boyer also utilized the local radio show.

During this grant year deputies Beattie, Woodward and Richards attended ARIDE training. Corporal Whitney and Deputy Richards received Type III certification on the AS4 and Datamaster. Deputy Beattie and Corporal Whitney attended the annual LETSAC conference. Deputy Beattie also attended DRE training and the 2013 DWI law update training.

Staff changes include Deputy Hoelzer replaced by Deputy Beattie in February 2013. Deputy Wensler was replaced by Deputy Taylor who was later promoted and replaced by Deputy Richards. For a two month period, Deputy Peifer was replaced by Deputy Woodward while Deputy Peifer was assigned to light duty due to an injury.

Other duties DWI Unit deputies were assigned to included the SERT Team, which requires approximately 132 hours of training a year. SERT call outs vary by month. DWI Unit deputies assigned to Honor Guard and Shot Gun Detail have varied hours depending on assigned events.

Nothing was damaged or replaced this grant year.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2008-2010 period, 460,267 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.3% involved someone being seriously injured. During the same time period, there were 23,064 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 800 people were killed and another 3,310 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:

- 294 by 2010
- 288 by 2011
- 282 by 2012
- 277 by 2013

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns

3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Individual Deputy's statistics from this year include:

Roger Wensler had 46 DWI, 813 HMV Citations, and 3 Seatbelt Citations;
Aaron Peifer had 104 DWI, 371 HMV Citations, and 16 Seatbelt Citations;
Rich Beattie had 55 DWI, 536 HMV Citations, and 20 Seatbelt Citations;
Brian Taylor had 14 DWI, 288 HMV Citations, and 2 Seatbelt Citations;
Scott Woodward had 14 DWI, 1133 HMV Citations, and 2 Seatbelt Citations;
Chad Richards had 12 DWI, 512 HMV Citations, and 2 Seatbelt Citations;
Tim Whitney had 1 DWI, 40 HMV Citations, and no Seatbelt Citations;
Rodney Hoelzer had 34 DWI and no Seatbelt Citations.

The DWI Unit had a total number of 1399 vehicle stops. See attached Enforcement Statistics Report for total statistics for the year.

In addition, Jefferson County Sheriff's Office conducted 19 sobriety checkpoints at the following locations:

10/11/2012- Robindale @ Konert
10/18/2012- Old Hwy M @ Old Lemay Ferry
1/24/2013- Romaine Creek @ Saline
2/13/2013- Seckman Rd
3/13/2013- Miller @ Vogel
3/22/2013- Hwy 21 @ Washington County Line
4/3/2013- Miller @ Vogel
5/23/2013- Hwy W @ Byrnesville
6/6/2013- Old Hwy 141 @ Corisande Hill
6/8/2013- Hwy A @ Pounds & Veterans @ St Pius
7/3/2013- Saline @ Northwest Blvd & Romaine Creek @ Konert
7/31/2013- Old Lemay Ferry @ Goldman & Romaine Creek @ Caleb
8/18/2013- Telegraph @ Apple Valley
8/23/2013- Hwy 141 @ 13th St.
8/30/2013- Hwy MM @ Lions Club
9/13/2013- Hwy 61 @ Dooling Hollow
9/29/2013- Old Hwy 21 @ West Outer Rd

The Jefferson County Sheriff's Office was the hosting agency on all 19 of the above sobriety checkpoints, with some municipal agencies assisting at some checkpoints.

FUNDING:

AWARDED AMOUNT:

DISBURSED AMOUNT:

\$90,958.00

\$87,438.53

HS CONTACT:

Scott Jones

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2013
Agency:	Jefferson County Sheriff's Office		
Project:	DWI Enforcement Unit	Project Number:	13-K8-03-020
Enforcement Period Start Date:	10/1/2012	Enforcement Period End Date:	9/30/2013
Enforcement Activity:	SUMMARY		
DWI Alcohol Arrests:	231	Warnings	
DUI Drug Arrests:	23	Warn Following Too Close:	0
Following too Close:	3	Warn Stop Sign:	2
Stop Sign Violation:	16	Warn Signal Light Violation:	2
Signal Light Violation:	8	Warn Fail To Yield:	0
Fail to Yield:	3	Warn C & I Driving:	0
C & I Driving:	5	Warn Speeding:	28
Speeding:	113	Warn Other HMV:	777
Other HMV:	218	Total HMV Warnings	809
Total HMV	620		
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt	0
Seat Belt:	67	Warn Child Restraint:	0
Child Restraint:	3	Warn MIP Violations:	0
MIP Violations:	10	Warn Open Container:	0
Open Container:	0	Warn Zero Tolerance:	0
Zero Tolerance:	2	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	73	Warn No Operator's License	0
No Operator's License:	7	Warn Uninsured Motorist:	5
Uninsured Motorist:	58	Warn Other NON-HMV Violations:	38
Felony Arrests:	17	Total NON-HMV (Warnings)	43
Drug Arrests:	19	Total Violations (Warnings)	852
Stolen Vehicles Recovered:	0		
Fugitives Apprehended:	32		
Other Non-HMV Violations:	210		
Total Non-HMV	418		
Total Violations (Citations)	1,038		

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2013	
Agency: Jefferson County Sheriff's Office			
Project: DWI Enforcement Unit		Project Number: 13-K8-03-020	

Number of Sobriety Checkpoints: 1 BAC Given: 120 Refused: 111 Field Tested SFST: 345 Drug Influence Evaluation: 6 Blood Draws: 0 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 16.6%;">16-20</td> <td style="width: 16.6%;">21-29</td> <td style="width: 16.6%;">30-39</td> <td style="width: 16.6%;">40-50</td> <td style="width: 16.6%;">50+</td> </tr> <tr> <td>18</td> <td>56</td> <td>71</td> <td>60</td> <td>37</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	18	56	71	60	37	Number of Vehicle Stops: 1,407 Number of Hours: 3,492 Enforcement Cost: 87,438.53 Performance Stops Per Hour: 0.38 Cost Per Citation: 57.38 Cost Per Stop: 85.61
16-20	21-29	30-39	40-50	50+							
18	56	71	60	37							

Media Coverage:

☐ Radio
 ☐ TV
 ☐ News Releases
 ☐ Press Conference
 ☐ Web Site
 ☐ Print Media

Other:

Location, activity or comments:

Youth Alcohol Only Party Calls: 0 Disturbances: 0 Compliance checks: 0 Number of Contacts: 0	Full Time Grant-Funded Units Hours on Enforcement: 3,492 Hours in Court: 105 Hours in Training: 1,066 Hours on Leave: 1,014 Hours in Outreach: 147 Other Hours: 282 Total Hours: 6,106
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Reporting Officer's Name:

PROJECT TITLE:

Breath Instrument Upgrade

PROJECT NUMBER:

13-164-AL-002

PROGRAM AREA:

AL

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Instrument and Equipment Purchase:

The Missouri Safety Center (MSC) will purchase breath alcohol testing instruments for placement with Missouri law enforcement agencies across the state. Instruments will be placed with law enforcement agencies based on the placement and distribution schedule approved by the Missouri Department of Transportation, Traffic and Highway Safety Division.

The MSC will work with The University of Central Missouri's Procurement and Materials Management office to establish a cooperative bid with each manufacturer for the purchase of breath-alcohol instruments recently placed on Missouri's approved list and in accordance with the requirements of State laws and university regulations.

The breath alcohol instruments purchased will be instruments approved by the Missouri Department of Health and Senior services Breath Alcohol Program requirements found in 19 CSR 25-30.050.

Breath Alcohol Instrument Placement:

The MSC will work with MoDOT, Traffic and Highway Safety staff, to notify the selected law enforcement agencies of the plan to replace/upgrade breath alcohol testing instruments in the state. In addition, a Memorandum of Agreement will be executed between the participating law enforcement agency and the Commission to outline requirements of the agreement between the two parties for placement of the new instrument.

The MSC will maintain a list of all instruments placed with law enforcement agencies. The listing will include the name of the law enforcement agency, type of instrument, model and serial number, and any other pertinent information. An inventory listing will be kept by MSC and monitored at least every other year to ensure that the instrument is still at the assigned department, being used for the intended purpose and is still in good operating condition.

Federal and State requirements, including but not limited to 49 CFR 18.32 mandate that the breath alcohol instrument(s) being purchased be placed in an inventory system. Periodic inventory checks will be made by the MSC to determine that unit is still being used and is in good condition.

Before a breath alcohol instrument may be disposed of the MSC and the Grantee with which the instrument has been placed must notify the Commission in writing of the intent to dispose of the instrument. The Commission will then notify the National Highway Traffic Safety Administration (NHTSA). After NHTSA has approved the disposal of the instrument, the Commission will notify the MSC and Grantee in writing of that decision.

The Commission and the MSC, reserves the right to recall the breath alcohol instruments from law enforcement agencies if the terms and conditions of this Agreement, the Memorandum of Agreement between the Commission and the Grantee and/or federal and/or state regulations are not followed.

Returned Breath-Alcohol Instrument Reallocation:

1. All of the older instruments that are returned will be evaluated as to condition and status by a lab technician with MSC.

2. All instruments that are serviceable will be reassigned to the field. Those instruments that are not serviceable will be scheduled for dis-assembly and recycling. No instruments will be disposed of intact.

The MSC's obligations to the Commission regarding inventory and disposal of breath alcohol devices under this Agreement shall survive the termination of this Agreement.

Training:

Internal (MSC Staff) Training:

The MSC staff assigned to the Impaired Driving Countermeasures (IDC) project will attend the necessary factory technician training on each new breath-alcohol instrument. Typically, factory service training is from 3 to 5 days in length and conducted on-site at the manufacturer's facility.

The MSC will provide training to Missouri law enforcement officers who meet the requirements under Missouri statutes for Peace Officer Standards and Training (POST). Students and/or their departments will be responsible for costs associated with travel and lodging. In addition, MSC will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide POST CEU's. The following training will be offered:

- Type II Supervisor training for up to 116 Missouri law enforcement officers.
- Type III Operator training for up to 500 law enforcement officers.

Personnel:

The MSC will provide the following staff to carry out this project:

- An additional 10 percent of Bob Welsh's salary and fringe (with 80 percent covered under the IDC grant and 10 percent from other funding sources).
- A lab tech will be hired and covered at 100 percent to carry out this grant project.
- Additional staff will be hired as temporary employees to assist with the training efforts.

PROBLEM IDENTIFICATION:

Between 2008 and 2010, 2,658 people were killed and 163,854 people were injured in traffic crashes occurring on Missouri roadways. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. Between 2008 and 2010, 745 people were killed and 12,692 people were injured in crashes where alcohol or drug impairment was identified as a contributing factor in the crash. Although these statistics are alarming, impaired driving is an even greater problem than they suggest because impaired driving is under-reported as a contributing factor in traffic crashes.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Therefore, it is imperative that law enforcement officers have access to new technology and training.

The majority of breath-alcohol testing instruments currently in use by Missouri's law enforcement agencies are approximately 15-20 years old, many of which have performed thousands of breath tests. While they continue to perform accurate and precise test results the ability to provide on-going maintenance and repair could affect performance and call into question their reliability.

The instrument manufacturers no longer produce the existing models in favor of new generation units making access to replacement parts or complete units very difficult, if not impossible in many cases. Therefore, effective service and maintenance of an aging inventory of instruments is a growing challenge. The logical course of action is to replace these instruments with newer generation models.

In addition, the number of breath instruments approved in the state has been limited. The Missouri Department of Health and Senior Services' Breath Alcohol Program recently approved three newer models of breath instruments. This has created an opportunity to purchase and replace a majority of, if not all, of the State's aging inventory with updated instrumentation, using the newest technologies available.

GOALS AND OBJECTIVES:

Goals:

1. To reduce deaths and injuries associated with crashes involving impaired drivers; and

2. To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

Objectives:

1. Purchase new breath alcohol instruments for placement across the state.
2. Provide breath alcohol instrument maintenance, repairs and service for law enforcement agencies across the state.
3. Provide Type II Supervisor and Type III Operator training to coincide with the placement of new or upgraded breath-alcohol instruments.
4. Track breath alcohol instruments until their final disposition.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
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 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The following activities were completed during the grant cycle:

- * Purchased 37 Intoximeter DMT units, 31 Intoxilyzer 8000 units and 36 Intoximeter ECIR2 units. Total units ordered/received: 104
- * Conducted evaluations on the units purchased (above) which includes operational condition and linearity checks. All units have been assigned and logged in the database and will be placed when individual agency training occurs. Note: four ECIR2 units and one DMT unit were returned to the manufacturer for adjustments under warranty.
- * July 29-30, 2013: eight Type II officers were trained on Intoxilyzer 8000 with five instruments assigned to four agencies. Independence PD (2); Grain Valley PD (1); Lake Winnebago PD (1); and Liberty PD (1).
- * August 1-2, 2013: nine Type II officers were trained on the Intoxilyzer 8000 with twelve instruments assigned to three agencies: Kansas City PD (9); Joplin PD (2); and Jasper County SD (1).
- * August 29-30, 2013; eight Type II officers were trained on the Intoximeter ECIR2 with seven instruments assigned to four agencies: Springfield PD (4); Lee's Summit PD (2); and Blue Springs PD (1).

To-date there have been no requests for the Safety Center staff to assist local law enforcement agencies with Type III Operator training. The Safety Center has loaned out training instruments to Lee's Summit PD, Springfield PD and Blue Springs PD for their Type IIs to conduct Type III training.

A database has been established and is operational to track the breath instruments that have been purchased and placed with local law enforcement agencies. Barcodes and labels have been affixed to units. The Safety Center is tracking both

instruments and printers thus far.

FUNDING:

AWARDED AMOUNT:

DISBURSED AMOUNT:

\$796,201.25

\$750,958.36

HS CONTACT:

Jackie Rogers

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Safety/DWI Unit

PROJECT NUMBER:

13-K8-03-039

PROGRAM AREA:

03

JURISDICTION SIZE:

91,763

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Franklin County Sheriff's Dept.

AGENCY CONTACT:

Lt. Tom Leasor

PROJECT DESCRIPTION:

Project Description information is captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2008-2010 period, 460,267 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.3% involved someone being seriously injured. During the same time period, there were 23,064 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 800 people were killed and another 3,310 were seriously injured.

GOALS AND OBJECTIVES:

Goal:

To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:

- 294 by 2010
- 288 by 2011
- 282 by 2012
- 277 by 2013

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)

- Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Deputies of the Franklin County DWI/Traffic Safety Unit patrolled all roadways within the unincorporated portions of Franklin County. This would include State and County roadways. There was a notable amount of alcohol related crashes in and around the Northern part of Franklin County; DWI/Traffic Safety Unit deputies saturated this area on all shifts.

Deputies of the Franklin County DWI/Traffic Safety Unit worked a variety of schedules requiring the deputies to be flexible. DWI enforcement takes a priority over all functions of this unit. Deputies that apply to the DWI/Traffic Safety Unit are told that their schedules will be flexible dependent upon the need for DWI enforcement. Saturations, special events, drinking holidays, and sobriety checkpoints determine the schedule of the DWI/Traffic Safety Unit that is posted a month in advance.

Personnel of the DWI/Traffic Safety Unit have take-home patrol vehicles and are required to check their emails at the beginning of their shift and they receive updates as their shift progresses. There have also been instances where time becomes a factor for information and contact is made with the specific personnel by telephone or text. Aside from this, deputies work together the first Thursday of every month and information is provided to them in a formal setting.

The Franklin County Sheriff's Office has an excellent working relationship with the local media. Press releases are distributed regularly for saturations and events, often times releasing statistical data of enforcement. The media has participated with sobriety checkpoints as well. The public relations deputies and supervisor also make numerous guest appearances to civic groups, organizations, and schools during the course of the year, along with special events, to express the mission of the Unit. Community oriented policing is a philosophy that is strongly embraced by this Office and that philosophy filters to each division.

All deputies of the DWI/Traffic Safety Unit, past and present, received racial profiling, firearms, defensive tactics, legal updates and outlaw motorcycle gang training. Listed below are the individual trainings attended by the deputies but it should be noted that all of this training is not on office time considering deputies are responsible for maintaining their POST training requirements.

Sgt. Steven Pelton: LETSAC Conference, Checkpoint MUTCD Guidelines, Checkpoint Supervisor School

Cpl. Paul McClure: LETSAC Conference

Dep. Ben Berges: DARE Certification

Dep. Charlie Herwig: DARE Certification

Dep. Delbert Bullock: LETSAC Conference, 40 hours Type II Training

Dep. Richardson: LETSAC Conference

Cpl. Michael Lohden: DARE Certification (past deputy)

During this grant year, the unit lost a Traffic/Safety Officer position due to a command structure change within the office. Currently there are six deputies, including a supervisor, assigned to the Unit. In order to maintain DWI Enforcement during peak DWI times overtime cars are scheduled to assist on Friday and Saturday night coverage and saturation.

One of the deputies is attached to the SWAT team and is required to train 16 hours per month. Even though his schedule is adjusted for this training it does not inhibit him working the weekends. Another deputy and the unit supervisor are attached to the SWAT team as well but as a marksman/observer and train only 8 hours per month. Time earned for training and call-outs are required to be taken away from non-prime DWI enforcement times, namely Monday or Tuesdays, when overtime is limited.

All of the equipment initially purchased for the DWI Unit remains in service. The 3 patrol cars will need to be replaced during fiscal year 2013 due to them likely reaching nearly 90,000 - 120,000 miles by the end of the 2013 calendar year. This office will be replacing them during fiscal year 2013.

Sobriety checkpoints conducted during this year include:

July 26, 2013

Indian Prairie @ Prairie Dell Road;

Hwy O @ Hwy N and HH;

Aug 23, 2013
Hwy 185 @ Nokers Mill;
Hwy UU @ Mayers Landing;
Hwy 185 @ State Park

Sept 27, 2013
Old Hwy 100 East of Washington;
Hwy T @ Old Hwy 100

The Traffic Safety Unit had 4 additional check points scheduled however due to inclement weather had to cancel those operations.

Individual officer statistics include:

Current DWI/Traffic Safety Unit	Vehicle Stops	DWI	HMV	Seatbelt
Sgt. Steven Pelton	119	3	83	0
(Assigned to the unit June 13')				
Cpl. Paul McClure	605	7	406	1
Dep. Michael Richardson	1,326	27	777	85
Dep. Ben Berges	130	3	68	0
(Assigned to the unit Aug 13')				
Dep. Delbert Bullock	242	0	231	21
Dep. Charlie Herwig	315	0	105	0
(Assigned to PR unit)				
Previous DWI/Traffic Safety Unit				
Sgt. Thomas Leasor	174	0	100	2
Dep. Michael Lohden	25	0	17	1
(Left unit Nov 12')				
Dep. Adam Albert	795	15	402	49
(Left unit June 13')				
Dep. Jeff Friedmann	464	3	189	6
(worked in the unit 5 months)				

Franklin County had 28 fatalities, (10 alcohol related) in 2010, 15 fatalities, (7 alcohol related) in 2011, 23 fatalities, (9 alcohol related) in 2012 and to date, (Nov 2013), 18 fatalities, (10 alcohol related). The fatalities experienced in 2010 were attributed to construction on I-44. There were 11 fatalities in the work zone that extended for miles.

The analysis for 2012 and 2013 has been difficult as accidents have been sporadic around the county.

Regarding injury/alcohol related crashes to date, Nov 2013 we are at a substantial decline; Franklin County had 603 in 2010, 498 in 2011, 550 in 2012 and to date 301 for 2013.

The Traffic Safety Unit Supervisor monitors traffic crash statistics to include the locations of the accidents. The Traffic Safety Unit conducts enforcement in the areas in an attempt to reduce these numbers. Sobriety Check Points are chosen based on alcohol-related crash statistical data to maximize enforcement efforts. Franklin County Sheriff's Office has also expanded press releases and enforcement objectives to include social media to assist in educating the public.

See Enforcement Statistics Report for total project results.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$95,000.00	\$87,252.18

HS CONTACT:

Scott Jones
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

Impaired Driving Media Campaigns

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

13-154-AL-092

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

This project will pay for media to use in educating the public about the perils of impaired driving. It will highlight enforcement efforts such as the quarterly DWI enforcement campaigns as well as the national "Drive Sober or Get Pulled Over" DWI enforcement campaign.

PROBLEM IDENTIFICATION:

Impaired driving continues to be a major contributor to Missouri crashes. In 2011 216 people were killed and 865 seriously injured in crashes involving an impaired driver.

GOALS AND OBJECTIVES:

- * Educate the public on the consequences of impaired driving
- * Reduce the number of impaired driving crashes

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

This budget was divided among 5 campaigns, with \$225,00 going to the annual Drive Sober or Get Pulled Over Campaign, and the remaining \$250,000 divided into four quarterly impaired campaigns, March Impaired, Youth Alcohol, July Impaired and December Impaired.

Drive Sober or Get Pulled Over featured a restaurant/bar takeover placing posters and window clings in restrooms, and drink coasters on tables. The theme "You Just Blew It" featured a young male in a sobriety test with an MSHP trooper. Other elements were digital, online and social media advertising. Hashtag #DriveSoberMO was featured and is now being tracked for all impaired driving campaigns.

March Impaired followed suit with a St. Pat's themed sobriety poster featured in bars and restaurants, digital, online, radio and social media advertising.

July Impaired took another turn for outdoor convenience store advertising with ice chest wraps and cooler clings reminding patrons to not lose their freedom this Independence Day with "Freedom. Don't Lose Yours." Digital, online, radio and social media advertising were also placed.

Youth Alcohol featured more digital, online, radio and social media advertising to target this younger audience. "Zero Tolerance. Zero Chances." reminded youth of Missouri's zero tolerance of underage drinking.

December Impaired featured the holiday reindeer in "Don't Drive if You're Tipsy, Buzzed or Blitzen". This indoor domination followed suit with placement in bars and restaurants to remind patrons to Drive Sober or Get Pulled Over. Digital, online, radio and social media advertising was placed also.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
154 AL / 20.607	\$475,000.00	\$467,379.34

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Safety Resource Prosecutor

PROJECT NUMBER:

13-K8-03-069

PROGRAM AREA:

03

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO Office of Prosecution Services

AGENCY CONTACT:

Ms. Susan Glass

PROJECT DESCRIPTION:

This project will provide continuing legal education programs, consultation in complex prosecutions, and technical assistance and other resources to Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute violations of Missouri traffic safety laws. The Missouri Office of Prosecution Services received contracts from the Traffic and Highway Safety Division in fiscal years 2005, 2006, 2007, 2008, 2009, 2010, 2011 and 2012 to fund the Traffic Safety Resource Prosecutor project. The MOPS office will continue this project for the upcoming fiscal year.

A) **PERSONNEL:** MOPS will provide an experienced attorney to serve as the Traffic Safety Resource Prosecutor who will oversee this project. Fifty percent of the TSRP's salary will be paid under this grant and 50 percent of the salary will be paid with MOPS funding. This position will also serve as the Deputy Director and supervise the activities of a staff attorney whose salary and duties will be allocated 50 percent to the TSRP project and 50 percent to general MOPS programs and activities.

The TSRP project will provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, the TSRP will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The staff under this project will provide technical assistance and serve as consultants to Missouri prosecutors and law enforcement officers through telephone assistance, email and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general office operations, including but not limited to, phone charges, office and training supplies, equipment, postage and professional dues.

The staff will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attendance at conferences within Missouri, visits to local prosecuting attorney offices, attendance at task force and committee meetings, assistance in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the statewide and elected prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety Resource Prosecutors from around the nation.

B) **TRAINING PROGRAMS AND EQUIPMENT:** MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and officers and advanced training for experienced prosecutors and officers handling complex cases. The potential training audience will be county prosecuting attorneys and their assistant prosecutors and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered will include, but not be limited to:

1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;

2) a specialized program for Missouri prosecutors focusing on complex traffic safety issues, with an emphasis on impaired driving topics;

3) a "Protecting Lives, Saving Futures" course for new prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between prosecutors and officers;

4) half or full-day in service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and

5) additional workshops, conferences and webinars focusing on new or complex issues, scheduled as necessary.

Costs to be covered will include, but may not be limited to, meeting room expenses, rental of A/V equipment, meals, conference materials and supplies, a laptop computer to be used for training purposes, promotional items, MOPS staff expenses, speaker fees and travel expenses, and lodging expenses for attendees from the Missouri State Highway Patrol and other agencies that may have limited training budgets. Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds.

C) **REFERENCE MATERIALS:** A major goal of the TSRP project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published bi-monthly, with case law, administrative and legislative updates, and development of PowerPoint presentations and other computer based training in the area of traffic safety. This will also include updating the "DWI Resource Manual for Missouri Prosecutors" as necessary. This may also include the purchase of manuals or other reference materials that may be necessary, or the purchase of transcripts of trials or hearings where new or emerging issues were dealt with, or relevant expert testimony was presented. The supporting budget will include amounts for reference materials including, but not limited to, the production of electronic copies of the DWI Resource Manual, the newsletter, and other materials, printing of hard copies of the manual and other reference materials, the distribution of these materials, and the purchase of relevant materials or transcripts.

D) **OTHER EQUIPMENT:** Another goal of the TSRP project is to encourage prosecutors to seek search warrants in every case where an impaired driving suspect refuses to provide a sample for chemical testing and to facilitate the search warrant application process. The supporting budget will include, but not be limited to, the purchase of laptop computers or tablets that may be used to draft and submit search warrant applications and printers to print copies of the application and warrant for review and signature by prosecutors and judges. Counties will be encouraged to apply for funding for this equipment. The MOPS office will select those counties to be funded based on criteria which may include, but not be limited to: the number of impaired driving arrests in the county in the preceding year, whether the county has a history of actively seeking warrants from impaired driving suspects who refuse chemical tests, demonstrated financial need, and whether the courts in the county are cooperative in the search warrant process.

E) **TRAFFIC SAFETY LIAISON ACTIVITIES:** The TSRP will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work toward better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

PROBLEM IDENTIFICATION:

Between 2008 and 2010, 2,658 people were killed and 163,854 people were injured in traffic crashes occurring on Missouri roadways. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. Between 2008 and 2010, 745 people were killed and 12,692 people were injured in crashes where alcohol or drug impairment was identified as a contributing factor in the crash. Although these statistics are alarming, impaired driving is an even greater problem than they suggest because impaired driving is under-reported as a contributing factor in traffic crashes.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to the resources necessary to prosecute these cases. In contrast, a highly specialized defense bar has developed in Missouri. Because impaired driving defendants are often willing to spend thousands of dollars to defeat the charges against them, the defense bar has access to training, expert witnesses and other resources that are out of reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source of training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual, and progressive. The Traffic Safety Resource Prosecutor project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in impaired driving prosecutions. Moreover, due to high turnover rates in prosecuting attorney's offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

GOALS AND OBJECTIVES:

The goal of this project is to provide continuing legal education programs, consultation and technical assistance focusing on impaired driving and other traffic safety issues to Missouri prosecutors. This project will also provide POST-approved training on impaired driving enforcement to Missouri law enforcement officers.

Objectives:

1. Conduct a minimum of twelve (12) training programs for Missouri prosecutors, law enforcement officers, and other traffic safety advocates.
2. Publish up to six (6) editions of Traffic Safety News.
3. Provide technical assistance as requested.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. Participants in all training programs will be asked to complete evaluations to rate the effectiveness of the training provided. In addition, the success of this project may be judged on the extent to which multiple jurisdictions around the state are being reached. Records of all persons attending training will be maintained. POST and CLE accreditation will be sought for training where applicable. A log will be kept of all persons requesting technical assistance and/or reference materials.

RESULTS:

The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri under project 13-K8-03-069. This was the ninth year of a grant originally awarded in October 2004.

In FY 2013, this project provided for a traffic safety resource prosecutor and a staff attorney to focus on traffic safety issues, particularly impaired driving, and serves as resources to other prosecutors and law enforcement officers on these issues. The activities of the traffic safety resource prosecutor and staff attorney will be described collectively as the work of the Traffic Safety Resource Prosecutor Program or the TSRP Program as most projects were a collaborative effort. The goals of the program are to present training programs, provide reference materials, act as a traffic safety liaison, and provide technical assistance upon request.

I. Training Programs

Pursuant to the grant award one of the primary functions of the Traffic Safety Resource Prosecutor Program was to provide training to prosecutors, law enforcement officers and others on impaired driving and other traffic safety issues. To accomplish this goal, funds were received to conduct one general traffic safety conference available to all Missouri prosecutors and law enforcement officers, a trial advocacy program focusing on complex traffic safety prosecutions, one "Protecting Lives, Saving Futures" course for new prosecutors and law enforcement officers, a DRE and SFST Recertification and Refresher workshop, in-service workshops scheduled as needed or upon request, and additional workshops or conferences focusing on new or emerging issues, scheduled as needed. The overall objective was to conduct a minimum of twelve training programs for Missouri prosecutors and law enforcement officers. In FY 2013, eleven training programs were conducted by the TSRP Program.

A. DWI/Traffic Safety Conference

The annual DWI/Traffic Safety Conference was held from June 5-7, 2013, in Osage Beach. For the third year, this conference was combined with the annual DRE and SFST Recertification training. The combined conference was attended by a total of 155 people, including 140 law enforcement officers and 15 prosecutors. All attendees received training on: crash outcomes, distracted driving, narcotic analgesics and other drugs of abuse, the new chemical testing regulations, enforcement of traffic regulations with commercial vehicles, and dealing with the aftermath of trauma. Breakout sessions were offered on: completing the DRE face sheet, pre-trial preparation, driving under the influence of marijuana, the seated SFST battery, prosecuting a prescription DWI-D case, and the licensing consequences of criminal convictions.

B. Prosecuting the Drugged Driver

The trial advocacy course offered this year was called Prosecuting the Drugged Driver. This course was held in Kansas City from September 11-13, 2013. This course was attended by a total of 17 people, all prosecutors from around the state. Attendees received training on: an overview of the DRE evaluation protocol, effective direct examination of the state toxicologist, the seven drug categories, the policies and procedures of the MSHP crime lab, responding to common defense challenges, and how to handle DWI-D cases involving prescription and synthetic drugs. Attendees also had the opportunity to observe a live drug recognition evaluation conducted by experienced DREs on an impaired subject.

C. Protecting Lives, Saving Futures

The Protecting Lives, Saving Futures conference was held from March 6-8, 2013, in Columbia. This conference brought together prosecutors and law enforcement officers to receive training on how DWI investigations and prosecutions can be improved with effective communication and teamwork. This training was attended by a total of 41 people, including 33 law enforcement officers and 8 prosecutors. At this conference, attendees received training on detection of impaired drivers, overcoming common defense challenges, writing an effective DWI report, understanding standardized field sobriety testing, understanding HGN, alcohol and drug toxicology, and pretrial preparation in the DWI case. The students also participated in a controlled drinking workshop which allowed them to witness intoxicated subjects performing standardized field sobriety tests.

D. Additional in-service workshops and training programs

Other training programs were offered to prosecutors and law enforcement officers in FY 2013 by request or where an interest or need was determined to exist. These programs are described below.

1. On November 15, 2012, "Guarding America's Roadways" was presented at five locations in Missouri and in 13 other states. This training was presented in conjunction with Anheuser Busch and was conducted at its headquarters in St. Louis. The program was broadcast on Anheuser-Busch's proprietary satellite network. In Missouri, it was offered at distributorships in Jefferson City, Joplin, Springfield, St. Louis and St. Joseph. A total of 68 people—14 prosecutors, 50 law enforcement officers, and 4 other traffic safety advocates—attended in Missouri. Nationwide, the program was seen by 1,472 people.
2. On December 28, 2012, "What You Need to Know about the New Chemical Testing Regulations" was presented via webinar. A total of 249 people—54 prosecutors, 185 law enforcement officers, and 6 other traffic safety advocates—viewed this webinar.
3. On January 14, 2013, "Hallucinogens and Driving Impairment" was presented via webinar. This webinar was viewed by 48 people in Missouri—6 prosecutors, 39 law enforcement officers, and 3 other traffic safety advocates. Twenty-seven individuals from states outside of Missouri also participated.
4. On March 20-21, 2013, an ARIDE class was conducted in Arnold in conjunction with the Jefferson College Law Enforcement Academy. This class was attended by 5 prosecutors and 16 law enforcement officers for a total of 21 people.
5. On March 21-22, 2013, an ARIDE class was conducted in conjunction with the Lee's Summit Police Department. This class was attended by 11 law enforcement officers.
6. On April 24, 2013, "Missouri v. McNeely: What Now?" was presented via webinar. This webinar was viewed by 27 prosecutors, 30 law enforcement officers, and 6 other traffic safety advocates for a total of 63 people.
7. On May 13-14, 2013, an ARIDE class was conducted in conjunction with the Platte County Sheriff's Department. A total of 34 people attended this class, all law enforcement officers.
8. On August 12-13, 2013, an ARIDE class was conducted in Columbia in conjunction with the Law Enforcement Training Institute. A total of 27 people attended this class—3 prosecutors and 24 law enforcement officers.

In total, there were 11 training programs presented by the Traffic Safety Resource Prosecutor Program in FY 2013 which were attended by a combined total of 730 people in Missouri. This total includes 149 prosecutors, 562 law enforcement

officers, and 19 other traffic safety advocates. In addition, another 1,431 prosecutors and law enforcement officers from several other states received training at no additional cost to the program. In sum, a total of 2,161 people were trained in FY 2013.

E. Other Training

In addition to the above training programs that were planned and funded with the grant, the TSRP also served as an instructor or arranged for presentations at various seminars as described below.

On November 9, 2012, a lecture on the legal aspects of sobriety checkpoints was presented at a checkpoint supervisor class in Columbia.

On December 7, 2012, a DWI Legal Update was presented at the annual conference of the Missouri Police Chiefs' Association.

On February 14, 2013, a presentation entitled "Special Considerations in Prosecuting a DWI" was presented at the Prosecutors Bootcamp training hosted by the Missouri Office of Prosecution Services.

On March 27, 2013, the TSRP arranged for Shawn Clawson, from the Springfield Police Department, to give a presentation entitled "The Truth is in the Eyes: What Prosecutors Need to Know About HGN." This session was attended by approximately 130 prosecutors from around the state.

On March 29, 2013, the TSRP arranged for Pippa Barrett from the St. Louis Circuit Attorneys's Office to present on the legal aspects of sobriety checkpoints at a checkpoint supervisor school in St. Louis.

On April 5, 2013, the importance of teamwork and communication in the investigation and prosecution of DWI cases was presented at the Meeting of the Minds conference in Kansas City.

On April 25, 2013, a lecture on Courtroom Preparation and Testimony was prepared and presented at the Drug Recognition Expert school held at the Missouri State Highway Patrol Law Enforcement Academy in Jefferson City.

On April 26, the TSRP arranged for Amy Ashelford from the Platte County Prosecutor's office to present on the legal aspects of sobriety checkpoints at a checkpoint supervisor school in Kansas City.

On May 17, 2013, a lecture on the legal aspects of sobriety checkpoints was presented at a checkpoint supervisor class in Republic.

On September 13, 2013, the TSRP arranged for Amy Ashelford from the Platte County Prosecutor's office to present on the legal aspects of sobriety checkpoints at a checkpoint supervisor school in Kansas City.

On September 17, a program on the basics of conducting webinars was presented at a joint meeting of the Traffic Safety Resource Prosecutors, Law Enforcement Liaisons, and Judicial Outreach Liaisons from around the country.

II. Reference Materials

Another objective of the Traffic Safety Resource Prosecutor Program was to produce reference materials, in particular a DWI/Traffic Safety Offense manual and up to six editions of Traffic Safety News. This goal was achieved in FY 2013 as described below.

A. DWI Resource Manual for Missouri Prosecutors

The DWI Resource Manual for Missouri Prosecutors was originally produced and distributed to prosecutors and law enforcement officers around the state in January 2011. The initial distribution was via CD. In FY 2012, the manual was updated to include recent case law and hard copies were printed. Three hundred hard copies of the manual were distributed at the DWI/Traffic Safety and DRE Recertification conference and the Fall Missouri Association of Prosecuting Attorneys conference. Every prosecutor's office in the state now has a hard copy of the manual. No additional work was done on the DWI Resource Manual in FY 2013.

B. Traffic Safety News

Traffic Safety News was published five times in FY 2013. These newsletters were distributed to prosecutors, law enforcement officers, and other interested traffic safety professionals in November 2012 and in January, April, June and September 2013. These newsletters contained case law and legislative updates, training announcements, and other

information and articles pertinent to traffic safety. The newsletters are sent out in electronic format to a list of several hundred individuals.

C. Miscellaneous Reference Materials

In FY 2013, the TSRP also drafted an article on Missouri v. McNeely that was published in the National Traffic Law Center's Between the Lines and in the National District Attorneys' Association's Prosecutor magazine. I also drafted a memorandum for prosecutors on this decision and its impact in Missouri.

III. Traffic Safety Liaison

Another goal of the Traffic Safety Resource Prosecutor Program was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through serving as a member of the Impaired Driving and Legislative Subcommittees of the Missouri Coalition for Roadway Safety and the DRE/SFST Advisory Board.

The TSRP also served on a group that worked on revising the Impaired Driving Strategic Plan for the state.

The TSRP participated in several local, state and national conferences and meetings, including the IACP International Conference on Drugs and Driving held in Oklahoma City, the Lifesavers Conference held in Denver, the Spring and Fall Statewide conferences presented by the Missouri Association of Prosecuting Attorneys, the Winter and Summer Conferences of the National Association of Prosecutor Coordinators, a meeting of the Traffic Safety Resource Prosecutors, Law Enforcement Liaisons, and Judicial Outreach Liaisons, the Missouri Coalition for Roadway Safety Blue Print conference, and a training on commercial motor vehicles and commercial driver's licenses conducted by NHTSA and the Federal Motor Carrier Safety Administration.

IV. Technical Assistance

The final goal of the Traffic Safety Resource Prosecutor Program was to provide technical assistance to prosecutors and law enforcement officers upon request. In FY 2013, approximately 189 requests for technical assistance were received from prosecuting attorney's offices and law enforcement agencies around the state. In response to these requests for assistance, motion responses and research memorandums were drafted, information was provided on expert witnesses, jury instructions were drafted, appropriate charging was discussed, and information and materials were provided on various impaired driving topics.

V. Miscellaneous Activities

In fiscal year 2013, the TSRP conducted other miscellaneous activities. In October 2012, the TSRP attended a meeting to discuss Driver Alcohol Detection Systems for Safety at NHTSA headquarters in Washington, DC. In addition, the TSRP participated in several conference calls regarding Missouri v. McNeely and assisted in the drafting of an amicus brief to be filed in that case.

In January 2013, the TSRP attended the oral argument of Missouri v. McNeely in the United States Supreme Court.

In June 2013, the TSRP met with representatives of the Carroll County Prosecutor's Office, the Missouri State Highway Patrol, and the local medical center to discuss an effective protocol for securing law enforcement blood draws at that facility.

VI. Conclusion

With the exception of one, all major goals of Project Number 13-K8-03-069 were met in fiscal year 2013. The only exception is the delivery of 11 instead of 12 training programs for the year. This was the result of the staff attorney leaving his position in May 2013. The Missouri Office of Prosecution Services is actively seeking someone to fill this position and hope to be back at full staffing very soon.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
410 / 20.601	\$190,220.94	\$155,138.81

HS CONTACT:

Jackie Rogers

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Breath Instrument Upgrade

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO State Highway Patrol

PROJECT NUMBER:

13-164-AL-003

JURISDICTION SIZE:

6,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Sgt. Joe Armistead

PROJECT DESCRIPTION:

The Missouri State Highway Patrol will purchase breath alcohol testing instruments for placement in each of the troops across the state. The breath alcohol instruments purchased will be one of the newly approved instruments by the Missouri Department of Health and Senior Services' Breath Alcohol Program for use in evidential breath alcohol testing: CMI, Inc. - Intoxilyzer 8000; Intoximeters - ECIR 2; or National Patent Analytical Systems - Datamaster DMT

The MSHP will maintain a list of all instruments placed across the state. The listing will include the location, type of instrument, model and serial number, and any other pertinent information. An inventory listing will be kept by MSHP and monitored at least every other year to ensure that the instrument is still at the assigned location, being used for the intended purpose and is still in good operating condition.

All of the older breath alcohol instruments that are traded out will be turned over to the Missouri Safety Center to be distributed to local law enforcement agencies or dismantled and used for parts.

PROBLEM IDENTIFICATION:

Between 2008 and 2010, 2,658 people were killed and 163,854 people were injured in traffic crashes occurring on Missouri roadways. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. Between 2008 and 2010, 745 people were killed and 12,692 people were injured in crashes where alcohol or drug impairment was identified as a contributing factor in the crash. Although these statistics are alarming, impaired driving is an even greater problem than they suggest because impaired driving is under-reported as a contributing factor in traffic crashes.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Therefore, it is imperative that law enforcement officers have access to new technology and training.

The majority of breath-alcohol testing instruments currently in use by Missouri's law enforcement agencies are approximately 15-20 years old, many of which have performed thousands of breath tests. While they continue to perform accurate and precise test results the ability to provide on-going maintenance and repair could affect performance and call into question their reliability.

The instrument manufacturers no longer produce the existing models in favor of new generation units making access to replacement parts or complete units very difficult, if not impossible in many cases. Therefore, effective service and maintenance of an aging inventory of instruments is a growing challenge. The logical course of action is to replace these instruments with newer generation models.

In addition, the number of breath instruments approved in the state has been limited. The Missouri Department of Health and Senior Services' Breath Alcohol Program recently approved three newer models of breath instruments. This has created an opportunity to purchase and replace a majority of, if not all, of the State's aging inventory with updated instrumentation, using the newest technologies available.

GOALS AND OBJECTIVES:

Goals:

1. To reduce deaths and injuries associated with crashes involving impaired drivers; and
2. To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

Objectives:

1. Purchase new breath alcohol instruments and simulators for placement across the state for troopers use in DWI arrests.
2. Provide breath alcohol instrument maintenance, repairs and service for MSHP instruments across the state.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

A total of 158 new generation breath instruments were purchased under this grant. Those instruments are being tested to verify accuracy within manufacturer and industry standards and prepared for dissemination to MSHP zones throughout the state.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$1,103,850.00	\$1,092,120.00

HS CONTACT:

Jackie Rogers

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830 MoDOT Drive

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1-800-800-2358

PROJECT TITLE:

Breath Instrument Upgrade

PROJECT NUMBER:

13-K8-03-074

PROGRAM AREA:

03

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Sgt. Joe Armistead

PROJECT DESCRIPTION:

The Missouri State Highway Patrol will purchase breath alcohol testing instruments for placement in each of the troops across the state. The breath alcohol instruments purchased will be one of the newly approved instruments by the Missouri Department of Health and Senior Services' Breath Alcohol Program for use in evidential breath alcohol testing: CMI, Inc. - Intoxilyzer 8000; Intoximeters - ECIR 2; or National Patent Analytical Systems - Datamaster DMT

The MSHP will maintain a list of all instruments placed across the state. The listing will include the location, type of instrument, model and serial number, and any other pertinent information. An inventory listing will be kept by MSHP and monitored at least every other year to ensure that the instrument is still at the assigned location, being used for the intended purpose and is still in good operating condition.

All of the older breath alcohol instruments that are traded out will be turned over to the Missouri Safety Center to be distributed to local law enforcement agencies or dismantled and used for parts.

PROBLEM IDENTIFICATION:

Between 2008 and 2010, 2,658 people were killed and 163,854 people were injured in traffic crashes occurring on Missouri roadways. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. Between 2008 and 2010, 745 people were killed and 12,692 people were injured in crashes where alcohol or drug impairment was identified as a contributing factor in the crash. Although these statistics are alarming, impaired driving is an even greater problem than they suggest because impaired driving is under-reported as a contributing factor in traffic crashes.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Therefore, it is imperative that law enforcement officers have access to new technology and training.

The majority of breath-alcohol testing instruments currently in use by Missouri's law enforcement agencies are approximately 15-20 years old, many of which have performed thousands of breath tests. While they continue to perform accurate and precise test results the ability to provide on-going maintenance and repair could affect performance and call into question their reliability.

The instrument manufacturers no longer produce the existing models in favor of new generation units making access to replacement parts or complete units very difficult, if not impossible in many cases. Therefore, effective service and maintenance of an aging inventory of instruments is a growing challenge. The logical course of action is to replace these instruments with newer generation models.

In addition, the number of breath instruments approved in the state has been limited. The Missouri Department of Health and Senior Services' Breath Alcohol Program recently approved three newer models of breath instruments. This has created an opportunity to purchase and replace a majority of, if not all, of the State's aging inventory with updated instrumentation, using the newest technologies available.

GOALS AND OBJECTIVES:

Goals:

1. To reduce deaths and injuries associated with crashes involving impaired drivers; and
2. To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

Objectives:

1. Purchase new breath alcohol instruments and simulators for placement across the state for troopers use in DWI arrests.
2. Provide breath alcohol instrument maintenance, repairs and service for MSHP instruments across the state.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

A total of 12 new generation breath instruments were purchased under this grant. Those instruments are being tested to verify accuracy within manufacturer and industry standards and prepared for dissemination to MSHP zones throughout the state.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$81,900.00	\$81,900.00

HS CONTACT:

Jackie Rogers
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830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

DWI Court Projects

PROJECT NUMBER:

13-154-AL-083

PROGRAM AREA:

AL

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Office of State Courts Administrator

AGENCY CONTACT:

Mrs. Melissa Kampeter

PROJECT DESCRIPTION:

The Office of State Courts Administrator implemented targeted pilot DWI court programs in the 12th, 13th 20th, 31st, and 36th Judicial Circuits from federal fiscal 2008, 2009 and 2010 as agreed to by the Traffic and Highway Safety Division (formerly known as the Division of Highway Safety). These courts were identified in conjunction with the Traffic and Highway Safety Division, based upon the frequency of alcohol-related fatal crashes in their jurisdiction.

The pilot DWI courts targeted for grant funding for the current and upcoming grant period have the highest population and rate of alcohol fatalities. They include programs in the 6th, 13th, 17th, 19th, 21st and 40th Circuits; with possible expansion into other targeted judicial circuits as agreed to by the Traffic and Highway Safety Division. DWI courts are proven to be successful intervention programs that act to increase public safety by reducing alcohol-related traffic fatalities through mandated treatment and supervision of DWI offenders.

The Drug Courts Coordinating Commission (DCCC) has sought to expand stand alone DWI courts that follow specific guidelines for best practice, but funding has been limited. The DCCC, a legislatively mandated, interagency commission will provide oversight for this grant.

Because of DWI legislation passed in 2010, the Supreme Court of Missouri adopted Court Operating Rule (COR) 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a plan of operation to the DCCC for approval.

The DCCC requested a set of DWI court program guidelines be developed for incorporation in individual plans of operation. The Missouri DWI Court Guidelines were subsequently created by the Supreme Court Committee on Alternative Treatment Courts (ATCC).

A requirement for DWI court team training is included in these guidelines. As of January 1, 2011, each court failing to attend DWI Court training through NCDC will be required to attend a 3-day DWI court training before the plan of operation will be approved to grant Limited Driving Privileges. The DWI court training includes over 18 hours of instruction and six breakout sessions for each team to work on individual policy and procedure manuals and the Plan of Operation for their DWI court.

In response to the guidelines, NCDC and NHTSA agreed to provide DWI court training in Missouri. There have been 30 teams participate in the training with 261 DWI court team members in attendance. The final 3-day training session for FY'12 was held on May 2-4, 2012, and included five teams with 55 team members.

Circuits 6, 13, 17, 19, 21 and 40, identified above as pilot DWI courts targeted for grant funding, have completed the DWI court 3-day training.

Since evidence-based research continues to evolve, it is imperative to provide continuing education to promote effective operations of DWI courts. For those courts that have previously attended the 3-day DWI training and are approved to grant Limited Driving Privileges by the DCCC, a DWI "Operational Tune-Up" is needed. This advanced subject-matter training would provide the latest research and best practice techniques to improve outcomes and provide an update on legislation and case law pertaining to DWI courts.

DWI courts are dedicated to changing the behavior of the alcohol/drug dependant offenders arrested for DWI. The goal of

the DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, as well as alcohol and other substance abuse. With the repeat offender as its primary target population, DWI courts follow the Ten Key Components of drug courts and the Ten Guiding Principles of DWI Courts, as established by the National Association of Drug Court Professionals and the National Drug Court Institute.

Unlike drug courts, DWI courts primarily operate within a post-conviction model. In a supported resolution by National Mothers Against Drunk Driving, "MADD recommends that DUI/DWI courts should not be used to avoid a record of conviction and/or license sanctions."

DWI courts utilize all criminal justice stakeholders (judge, prosecutors, defense attorneys, probation, law enforcement, and others) coupled with alcohol or drug treatment professionals. This group of professionals comprises a "DWI Court Team," and uses a cooperative approach to systematically change offender behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug or alcohol treatment and other rehabilitative services. Compliance with treatment and other court-mandated requirements is verified by frequent alcohol/drug testing, close community supervision and ongoing judicial supervision in non-adversarial court review hearing. During review hearings, the judge employs a science-based response to participant compliance (or non-compliance) in an effort to further the team's goal to encourage pro-social, sober behaviors that will prevent future DWI recidivism (Loeffler, Huddleston & Daugherty, 2005).

DWI Court Best Practices - According to the National Drug Court Institute, there are Ten elements to successful DWI courts. Missouri courts will address each area during implementation and ongoing offender management.

GUIDING PRINCIPLE #1 - TARGET THE POPULATION

The DWI courts will clearly define the target population of the DWI program with distinct eligibility criteria. These potential participants will have two or more DWI offenses and a clinical assessment showing severe chemical abuse or addiction.

GUIDING PRINCIPLE #2 - PERFORM A CLINICAL ASSESSMENT

The DWI courts will use certified treatment professionals to perform a clinically competent, objective assessment of the impaired driving offender. This assessment will address a number of bio-physical domains including alcohol use severity and drug involvement, the level of needed care, medical and mental health status, extent of social support systems, and individual motivation to change.

GUIDING PRINCIPLE #3 - DEVELOP THE TREATMENT PLAN

The DWI courts will develop a specific treatment plan under the direction of a certified treatment provider to address the substance dependence of each participant offender. A significant proportion of the DWI population also suffers from a variety of co-occurring disorders. Therefore, the DWI courts will carefully select and implement treatment practices demonstrated through research to be effective with the hard-core impaired driver to ensure long term success.

GUIDING PRINCIPLE #4 - SUPERVISE THE OFFENDER

The DWI courts will use a coordinated strategy and available technologies to closely supervise and monitor participant offenders to protect against future impaired driving.

GUIDING PRINCIPLE #5 - FORGE AGENCY, ORGANIZATION, AND COMMUNITY PARTNERSHIPS

The DWI courts will solicit the cooperation of other agencies, as well as community organizations to form a partnership in support of the goals of the DWI court program to protect against future impaired driving.

GUIDING PRINCIPLE #6 - TAKE A JUDICIAL LEADERSHIP ROLE

The DWI courts will have a judge that will act as the leader of the DWI court program who will have the capability to motivate the DWI court team and elicit buy-in from various community stakeholders.

GUIDING PRINCIPLE #7 - DEVELOP CASE MANAGEMENT STRATEGIES

The DWI courts will provide participant offenders with case management services through a coordinated team strategy and seamless collaboration across treatment and justice systems.

GUIDING PRINCIPLE #8 - ADDRESS TRANSPORTATION ISSUES

The DWI courts will assist participants to plan for transportation alternatives after the loss of their driving privileges. The loss of driving privileges poses a significant issue for DWI court participants. In many cases, the participant solves the transportation problem created by the loss of the driver's license by driving anyway and taking the chance that they will not get caught. With this knowledge, the DWI court will sanction the participant for driving without a license while in the program and caution them against taking such actions in the future.

GUIDING PRINCIPLE #9 - EVALUATE THE PROGRAM

The DWI courts will design and implement an evaluation model with the assistance of the Office of the State Courts Administrator that will be capable of documenting behavioral change in DWI court participants resulting in a reduction in future impaired driving.

GUIDING PRINCIPLE #10 - CREATE A SUSTAINABLE PROGRAM

The DWI courts will create and implement a strategic plan that includes considerations of structure and scale, organization and participation, and future funding sources.

In addition, to assist all courts including the DWI courts, the update, printing and distribution of the 2012 traffic court bench guide is a valuable resource for all judges working with traffic-related cases. The guide will be distributed to all associate circuit courts, prosecutors and public defenders.

PROBLEM IDENTIFICATION:

According to the National Center for DWI Courts (NCDC), alcohol impaired driving is one of America's most frequently committed and deadliest crimes. The National Highway Traffic Safety Administration (NHTSA) reports that in 2009, 33,808 people nationwide were killed in motor vehicle traffic crashes. Alcohol impaired driving accounted for 10,839 or 32% of the motor vehicle fatalities. The Missouri State Highway Patrol reports that in 2010, 218 persons were killed and another 3,825 injured in alcohol-related traffic crashes in Missouri. In 2010, one person was killed or injured in drinking-involved crashes every 2.2 hours in the Missouri. According to the Missouri Judicial Report from the Office of State Courts Administrator, there were 1,912 prior, 1,420 persistent, 180 chronic and 670 aggravated DWI guilty outcomes in associate and circuit court cases in fiscal 2010. The charge of DWI ranked as one of the top ten charges filed and disposed statewide in fiscal 2010.

There is no doubt that drinking and driving continues to be a significant public safety issue on Missouri roadways. In an effort to help hold offenders accountable, Missouri courts have attempted to employ offender-specific methods to deter impaired driving. However, persistent impaired drivers are not impacted by general deterrence methods such as public awareness campaigns or traditional sanctions, including ignition interlock, incarceration or probation. Punishment, unaccompanied by treatment and accountability, is an ineffective deterrent for the persistent offender. DWI courts provide intensive judicial supervision and evidence-based treatment to address the root cause of impaired driving: alcohol and other substance addiction and abuse.

DWI courts are dedicated to changing the behaviors of persistent impaired drivers through the highly successful drug court model that ensures offender accountability by utilizing judicial supervision and long-term treatment. DWI court participants learn to develop self-discipline and the skills required to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities.

Currently, there are 21 DWI courts in Missouri. Of the 240 participants that exited DWI court in 2011, 176 successfully graduated, resulting in a 73% graduation rate. The Research Unit at Missouri's Office of State Court Administrator is conducting an ongoing recidivism study which is following a cohort that consists of 81 graduates who successfully completed DWI Court between October 1, 2008 and September 30, 2009. There is currently a recidivism rate of 4.9% for the cohort. Research suggests that, over time, recidivism for DWI courts will be close to the 10% rate that is being experienced with drug court participants.

An evaluation in Michigan found that participants in DWI courts were considerably less likely than DWI offenders sentenced in a traditional court to be arrested for a new DWI offense or any new criminal offense within two years of entering the program. Traditionally sentenced offenders were three times more likely to be re-arrested for any charge and were 19 times more likely to be re-arrested for a DWI charge than DWI court participants.

GOALS AND OBJECTIVES:

Project Goal:

To reduce the recidivism of DWI offenders and promote public safety for all Missouri citizens that use Missouri's transportation systems by:

- Providing DWI Court Operational Tune-Up training;

- Implementing DWI Court programs in at least three newly targeted judicial circuits, and possibly more, during the grant period; and
- Serving an estimated 70 participants in DWI courts during the grant period.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. In 2010 the General Assembly passed legislation which reformed Missouri's DWI laws in an effort to reduce drunk driving. This statute (478.007 RSMo) authorized circuit courts to establish DWI courts and allowed DWI court judges to grant participants and graduates a Limited Driving Privilege (LDP). Since 2010, there has been an overwhelming response to the legislation with an increase of more than 169 percent in the DWI court participant population.

As of June 30, 2013, there were 894 individuals participating in DWI courts in 19 stand-alone county programs and 38 adult drug court programs that accept DWI offenders. As of June 30, 2013, there were 243 DWI court graduates thus far in Calendar 2013, with a program graduation rate of 90 percent.

All stand-alone DWI court programs operate under best practices that are laid out in the Missouri Guiding Principles for DWI Courts and are dedicated to changing the behaviors of hardcore impaired drivers through the highly successful drug court model that ensures offender accountability through judicial supervision and long-term treatment.

In 2011 and 2012, six Missouri specific DWI Court training sessions were conducted with the assistance of the Missouri Department of Transportation, Traffic and Highway Safety Division. Two jurisdictions (Jasper and McDonald counties) have attended training since 2012. This three-day mandatory training resulted in 37 teams and 327 DWI court professionals receiving the latest evidence-based training practices from the National Center of DWI Courts (NCDC).

Like drug court participants, DWI court participants learn to develop self-discipline and the skills to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities. Of the 82 DWI court participants that graduated successfully from the program between October 1, 2008 and September 30, 2009, only seven have recidivated as of June 30, 2013, resulting in a recidivism rate of only 8.5 percent. Research suggests that, over time, recidivism for DWI courts will be close to 10 percent rate that is being experienced with drug court participants.

FUNDING:

AWARDED AMOUNT:

\$301,353.60

DISBURSED AMOUNT:

\$301,353.60

HS CONTACT:

Jackie Rogers

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1-800-800-2358

PROJECT TITLE:

MADD Court Monitoring Project

PROJECT NUMBER:

13-154-AL-082

PROGRAM AREA:

AL

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Mothers Against Drunk Driving

AGENCY CONTACT:

Ms. Kim Case

PROJECT DESCRIPTION:

In order to measure program objectives, MADD Missouri State will implement the following activities:

1. Compile pertinent statistical information on the handling of DWI cases;
2. Provide feedback to the Traffic and Highway Safety Division about the effectiveness and enforceability of the current DWI laws;
3. Make the courts aware of the public's scrutiny of DWI case results;
4. Inform the public of the trends in DWI enforcement through the judicial system; and,
5. Notify appropriate agencies, media, and public about the correlation of raising the DWI conviction rate and correspondingly lowering the alcohol fatality and injury crashes in those monitored counties.

MADD Missouri will attract support and help in this project from other segments of the community (e.g. college and law school students). Senior citizens, who represent a large untapped volunteer pool, will also be approached. By harnessing volunteer support from several areas, MADD Missouri will be able to track a substantial number of cases in the targeted counties. Recruiting and training members of volunteer organizations is critical to placing people in the courtrooms. Community members and volunteers participating in the court monitoring project will help to ascertain whether court monitoring is effective in reducing alcohol-related fatalities. Their monitoring of the sentences handed down will show whether the appropriate sentences for impaired driving have been adjudicated.

For 2012-2013 the MADD Missouri Court Monitoring Project will monitor the counties with a conviction rate at or below 23% on highway patrol arrests. This is an increase from the previous rate of 21.5%. Those counties are Cass, Bates, Barry, Butler, Hickory, Iron, Jackson, Jefferson, Johnson, Lincoln, St. Louis, Ste. Genevieve, Wayne, Worth, Pemiscot, Platte, Phelps, Pulaski, and Putnam counties.

TRAINING:

MADD Missouri State will use the court monitoring training kit developed by MADD National for this project. The kit will consist of a CD-ROM, video, how-to manual, notebook, and forms. The Program Specialist will use these training materials to train the volunteers how to monitor DWI courts, document relevant case information, and collect public record data. The volunteer will be given access to the National on-line course after completing the state training.

MONITOR DWI'S IN ALL COURTS:

Volunteer court monitors will observe in their assigned counties at all pertinent phases of the trial or criminal/administrative process. They will record the disposition of each case as well as note the original charge and whether or not the conviction was based on the original charge or a lesser-included crime. They will also note any plea offers in the court. The program will follow each defendant from arraignment through the post-conviction process: jail, probation and/or appeals. This method allows a comprehensive observation of the entire judicial process, including prosecutors, defense attorneys, evidence collected and testimony given by law enforcement officers as well as judicial conduct both in the courtroom and during sentencing. It also allows a post-courtroom look at how the system works following adjudication.

Each volunteer monitor will fill out a worksheet (reporting form) that will be turned into the Project Program Specialist.

DATA COLLECTION:

Following cases in this manner will allow trends to become readily apparent and also show differences in jurisdictions. Issues to address include the effects of court monitoring on:

- The basic disposition of DWI cases (guilty, dismissed, not guilty, guilty of some other offense, amended to a non-moving violation;
- The sanctions imposed;
- How the effect may vary by whether judges are appointed versus elected (i.e. pleas at arraignment, pleas at subsequent appearances, plea bargains, summary judgments, jury trials, deferred judgments);
- Disposition by BAC at time of arrest or refusal;
- Disposition by prior record;
- How the defendant is handled by the system after conviction; and other issues that will evolve through discussions with the expert panel.

PROJECT PERSONNEL:

Program Specialist (Project Director): Bud Balke will oversee all aspects of the court monitoring project, including recruiting, training, and supervising court monitoring volunteers; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, court monitoring and writing and submitting progress and final reports. He will obtain the monthly project transaction reports, submit the monthly contract reimbursement vouchers, and final year reimbursement reports. Mr. Balke covers the state except for the Saint Louis area.

Program Specialist: Samantha Davidson will oversee and participate in court monitoring in the Saint Louis metro area, which includes Lincoln, Jefferson, Ste. Genevieve, Iron, Wayne, Butler, Pemiscot, St. Louis, and Franklin counties. Franklin County is above 23% but will be monitored sparingly for compliance. Mrs. Davidson will recruit, train, and supervise volunteer monitors, gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, and court monitoring.

SPECIFIC TASKS:

The goal of this project for 2012-2013 will be based on the following timescale:

Month 1: Distribute the previous year's data to involved and interested parties or agencies as well as the media.

Months 2-4: Collected and submitted all information for holiday projects or special alcohol enforcement projects for media debut.

Months 4-6: Recruit/Train volunteers; submit progress report to the Traffic and Highway Safety Division.

Months 3-11: Monitor Courts/Collect Data.

Month 4: Progress Report for first quarter due to the Traffic and Highway Safety Division on or before the 15th.

Month 7: Progress Report for second quarter due to the Traffic and Highway Safety Division on or before the 15th.

Month 10: Progress Report for third quarter due to the Traffic and Highway Safety Division on or before the 15th.

Month 12: Analyze Data and Prepare Final Report and Submit

A computerized tracking system is the most effective method of compiling statistical information and providing feedback to the state legislators/safety advocates on the effectiveness and enforceability of the current DWI laws. The systematic documentation that a case-tracking database provides also gives credibility to the court-monitoring program. Courts cannot claim that any organization conducting court monitoring is changing results when the information is systematically recorded into a database. The utilization of a case-tracking database has proven a powerful tool to tighten up a lenient county court or municipal courts system. The database reports show a change in the behavior of the prosecutors and judges as fines

and jail sentences have increased and dismissals have decreased.

EVALUATION

Following the conclusion of the project, a final report will be delivered to the project director of the Traffic and Highway Safety Division, documenting the project activities and reporting the effects of the court monitoring/partnership program in each community and overall. The report will set out what components of monitoring worked and what did not work and why. The final report will also conclude whether court monitoring is an effective tool to reduce the number of alcohol-related fatalities in the communities monitored. A final How-To Guide (in print form and on CD-ROM), court monitoring kit, and training video will be submitted to the Traffic and Highway Safety Division at the conclusion of the project.

In addition to the agency evaluation, the Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation and requests to fund future projects will not be based solely on attaining Goals and /or Objectives if satisfactory justification is provided.

DWI TOOLBOX TRAINING PROJECT DESCRIPTION:

MADD Gateway's DWI Toolbox is training for law enforcement officials, firefighters, paramedics, judges, prosecutors, victim advocates and anyone who is involved with a DWI arrest or crash in the counties covered by MADD Gateway (St. Louis City, St. Louis, Jefferson, St. Charles, Warren, Lincoln, Franklin, St. Francois and Ste Genevieve Counties). The name of the training, MADD's DWI Toolbox, was formulated on the idea that this is a training hosted on a yearly basis with various speakers and topics that those who attend can continue to put new information into their "toolbox." All of the topics covered will be based on what these officials specifically request. MADD's DWI Toolbox will be a one-and-a-half day training that will be centered on a theme for the entire training. Various speakers will be arranged based on their expertise and the information they can provide to those in attendance. MADD Gateway's (St. Louis) DWI Toolbox training will be evaluated based on the number of those in attendance as well as the feedback we receive from the post-training surveys.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri roads, particularly those resulting in death or disabling injury. In the 2008-2010 period, 460,267 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.3% involved someone being seriously injured. During the same time period, there were 23,064 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 800 people were killed and another 3,310 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 86.2% of impaired drivers killed also failed to wear a seat belt further compounding the problem of impaired driving.

Of the 800 people killed in alcohol and other drug-related traffic crashes, 69.6% were the impaired driver/pedestrian and 30.4% were some other involved party. Of the 3,310 seriously injured, 60.4% were the impaired drivers/pedestrians while 39.6% were other persons in the incidents. Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 22,814 impaired drivers involved in traffic crashes during 2008-2010, 12.6% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri. In 2008-2010, a total of 705 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 13.0% of these drivers were under the age of 21. A total of 99 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

The mission of Mothers Against Drunk Driving (MADD) is to stop drunk driving, support victims of this violent crime and prevent underage drinking.

The DWI conviction rate for the Missouri Highway Patrol (only) cases is 40.4% on 8,993 arrests. The BAC conviction percentage rate is 4.2% revealing a total of 44.6% for both. The identified problems are the low DWI conviction rate, the low BAC conviction rate and the high SIS (suspended imposition of sentence) rate.

For 2012-2013 the MADD Missouri Court Monitoring project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. This is an increase of 1.5% from the previous rate of 21.5% from the start of 2007. They are: Cass, Bates, Barry, Butler, Hickory, Iron, Jackson, Jefferson, Johnson, Lincoln, St. Louis, Ste. Genevieve, Wayne, Worth, Pemiscot, Platte, Phelps, Pulaski, and Putnam counties.

Comparing 2011 Missouri alcohol related total crashes to the start of this project in 2004 the alcohol related total crashes shows a decrease of 13.0% of alcohol related crashes statewide.

In 1990 the National Highway Traffic Safety Administration (NHTSA) examined court monitoring in the state of Maine (Impact

of Court Monitoring on DWI Adjudication, December 1990, DOT HS 807 678). The results showed that court monitoring is an effective tool to affect the adjudication process. In cases where court monitors were present, the conviction rates of DWI/DUI offenders were higher by ten percent and the case dismissal rates were lower by seventy percent. Cases that were monitored showed that an individual's refusal of a BAC test resulted in a higher conviction rate of approximately twenty-five percent over refusal cases that were not monitored. The overall case rate dismissal was nearly ninety percent lower. The study noted that the effects on sentences, in terms of strictness and adherence to the limits set out in statutes, were greatest for drivers with blood alcohol levels (BAC) between .10 and .11 and in cases where the driver had refused a BAC test when monitors were in the courtroom. This was especially true for first time offenders.

Conviction rates for impaired driving vary widely from state to state, indicating failures and inconsistencies in case processing systems. The most current study from "It's Time to Get MADD All Over Again - Resuscitating the Nations Efforts to Prevent Impaired Driving" 2002, showed that Connecticut reported in 1998, 72 percent of DWI arrests were adjudicated "other than guilty." By contrast, California reported that 72 percent of DWI arrestees were convicted in 1998. (It's Time To Get MADD All Over Again - Resuscitating the Nation's Efforts to Prevent Impaired Driving).

Court monitoring has also proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures. MADD Missouri believes that previous court monitoring has empowered and encouraged a number of judicial circuits to consider Drug/DWI courts for their particular area and to begin implementing those processes.

MADD Gateway's (St. Louis) DWI Toolbox Training was created in 2011. In 2012 this training will be planned and conducted at the request of law enforcement, prosecutors, and others who want more training on topics that are in-line with MADD's mission to stop drunk driving, support the victims of this violent crime and prevent underage drinking. MADD Gateway staff and volunteers along with local public safety officials will design and arrange for speakers to provide additional training and information on topics that they need and ask for as well as ones that are not provided at other training throughout the year.

GOALS AND OBJECTIVES:

GOAL:

The goal of the court-monitoring program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions.

For 2011 - 2012 the MADD Missouri Court Monitoring project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. This is an increase of 1.5% from the previous rate of 21.5%. Those counties are: Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, Ste. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth, and Phelps.

OBJECTIVES:

MADD Missouri State will measure the success of this goal through the following outcome objectives:

1. To increase the conviction rates of DWI offenders in counties with monitors present;
2. Observe the alcohol fatality and injury rates to determine if conviction rates improve as alcohol fatality and injury crashes decrease in those monitored counties using information from the traffic studies and traffic engineers;
3. Place monitors in courts to record court action from arraignment through post-conviction and create a decrease in the DWI case dismissal rate;
4. Place monitors in courts to bring about an increase in the sentence length for DWI offenders.
5. Provide training for local public safety officials in St. Louis City, St. Louis, Jefferson, St. Charles, Warren, Lincoln, Franklin, St. Francois and Ste Genevieve counties that will educate them on topics involved with DWI arrests and crashes.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort;

documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

MADD concentrates on the counties in the state that have a DWI conviction rate at or below 23 percent on DWI arrests made by the Missouri State Highway Patrol. There has been an increase in the threshold for the low conviction rate used for determining which courts to monitor. The conviction rate has increased over the years from 20 percent to the present rate of 23 percent.

MADD has two paid court monitors under this grant; one in Central Missouri and the second is located in St. Louis. Three counties in the Central Missouri area improved their conviction rates after the court monitoring efforts. Those courts include Washington County from 0.0 percent conviction rate to 29.6 percent, Nodaway County improved from 14.3 percent to 39.1 percent, and Grundy County from 14.3 percent to 45.5 percent. Many factors work in to this equation but it is believed that direct court monitoring by MADD had one of the largest impacts on improvement in these counties.

New court monitors were trained at a formal orientation via the standard model which included the MADD court monitoring DVD, a PowerPoint presentation, and court room training with either the court monitoring project specialist or the veteran volunteer. It also included a general overview of MADD, icebreakers, and an outline of individual expectations as a member of the court monitoring team.

A couple of other clean-up efforts were accomplished during this grant period. One of those efforts included stay orders and continuances granted on at least 530 DWI offenders, with some as long as three years. This allowed these offenders to drive legally but was a true slap in the face to every victim family of a drunk driving crash. Meetings were held with the Associate Circuit Judge, the Office of State Court Administrators, Department of Revenue, Missouri State Highway Patrol, and the County Prosecutor's Office. The offending judge was reassigned and all DWI refusal hearings have been removed from the Judge's responsibilities. In addition, policies have been developed that do not allow stay orders after three months.

Another effort involved the clean-up of 6400+ traffic violations (which included a number of DWIs) that were not reported to the Department of Revenue for inclusion in the drivers' record. The jurisdiction involved is working with DOR to correct this issue.

The MADD Gateway Chapter hosted the third annual Toolbox Training utilizing some funding for the conference out of this grant. The two-day training was held at Hollywood Casino in St. Louis with law enforcement officials as the target audience. With over 140 registrants and guest speakers/presenters, the training focused on "Avoiding Victimization" - ways for law enforcement officials to prepare and protect themselves from some of the everyday stressors, both mental and physical, from being on the job. Sessions included; Victim Notification, Building Relationships with Victims, Victim Dedicated Checkpoints, Legislative Update, Crash Test Dummies - Up Close and Personal, and The Balanced Warrior: Proactive Officer Wellness. The training also included three keynote speakers: Marcus Engel, survivor of an impaired driving crash; Bob Jacob, retired director of the Institute of Police Technology and Management; and Sergeant Troy Anderson, Connecticut State Police.

FUNDING:

AWARDED AMOUNT:

\$124,228.00

DISBURSED AMOUNT:

\$93,787.19

HS CONTACT:

Jackie Rogers

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Safe and Sober

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Mercy Hospital

PROJECT NUMBER:

13-154-AL-087

JURISDICTION SIZE:

6,000,000

TARGETED POPULATION:

Youth

AGENCY CONTACT:

Ms. Pam Holt

PROJECT DESCRIPTION:

Safe and Sober Prom Night was started in Missouri seven years ago by attorney Kurt Larson. Larson, who had teens at home, recognized that peer pressure and decisions teens face are commonly complicated by choices about alcohol use. With permission, Larson replicated a program that was started in North Carolina known as Safe and Sober Prom Night. As a successful attorney, Larson did the unthinkable. He asked his friends for money so he could fund the start of a program to educate teens about the dangers of alcohol and impaired driving, specifically targeting prom night. He made a large financial investment himself, took time away from his law practice and started meeting with schools to gauge interest. From the first year, in 2005, through 2012, the program has gained support, garnered interest and grown significantly.

In 2010, Larson approached Pam Holt and Mercy Hospital about expanding their existing partnership with Safe and Sober. Both Holt and Larson had visions of expansion and further growth for the program. Both recognized the need to target teens year-round with a Safe and Sober lifestyle message instead of focusing on one night. They also recognized the need to educate high school parents and middle school parents to create a culture of prevention and behavior change instead of stifling dangerous and risky behavior on one night of the year.

For 2 years, Holt and Larson have been planning for the program expansion that provides this education throughout the entire school year on a statewide basis. They have held focus groups with teens, teachers and parents; developed educational material; developed web content; sought program partners and studied their results. The following plan is a culmination of their efforts.

The Project:

Create a Safe and Sober program that can be implemented during the entire school year or during one semester. The program will have three components to target: 1) middle school students, 2) high school students and 3) their parents. Using the model of education already established by Safe and Sober, this project will create additional educational and program materials for a more thorough, statewide implementation of the Safe and Sober program. The project will also include the creation of website capabilities to handle the online registration. Schools will register as a Safe and Sober School and then have access to all elements of this program via web portal. The program will be housed on the existing Safe and Sober website (www.missourisafeandsober.com).

To create a culture of change, it is advised that schools implement the comprehensive program that includes all three elements. However, one, some or all aspects of this program can be implemented in a school. Again, the best results will come when all three components are used together. Holt, Larson, their staff, an unpaid intern, and consultants will carry out this project. The program materials and website will be completed for implementation in the spring semester of 2013.

High School:

High school students will be targeted through a peer-led education campaign that uses specific, concise video components to relay the real life experiences and consequences of underage drinking and impaired driving. Existing videos are high quality and have been well received, so the same communication, production techniques and messaging will be used in the new videos. The project will build the library of available videos for the schools so they can create a message that best targets their audience. A school club or group (with advisor support) within the school should register on the Safe and Sober website to be a Safe and Sober School. After the registration process, the school will have access to online materials to implement the Safe and Sober program. The school can make the Safe and Sober program a year-round effort or limit it to a semester project. Students will encourage others to live a Safe and Sober lifestyle.

Besides the online materials, students can use additional materials and resources to build their education campaign. Guest speakers and the use of outside campaign materials are encouraged. As part of the program, students at the Safe and Sober School will be asked to commit, with parental support to a Safe and Sober Lifestyle. A variety of accountability choices exist. A list of accountability options will be provided to the school and the school will determine the accountability tool. One option includes posting the names of students who have made the commitment in a visible location at the school.

Upon completion of the educational elements, the Safe and Sober program will offer the school a variety of options that can be used to encourage teens to stay safe and sober. Using the concept that started Safe and Sober, schools can also implement smaller sub-components of their program: Safe and Sober Homecoming, Safe and Sober Prom Night, Safe and Sober Graduation, etc. Incentive items will be made available to participating schools to promote student participation and build excitement for the message.

To support the educational efforts of the high school students, public information material will be created and provided in an effort to reach the teens away from school, and inform the general public and parents of the high school students.

Middle/Junior High School:

High Schools who register as a Safe and Sober School will be encouraged to implement a peer-led middle school education program. This project will create program materials and talking points so the high school students who commit to the Safe and Sober Lifestyle can share their commitment in middle school classrooms. The video components targeting high school students can also be used for the middle school program. It is important for high school students to deliver the message to the middle school students. Many middle school students form belief systems and make decisions based on the behavior of their peers and role models. This component is an important part of culture change because it targets the youth before they reach high school. High school students will encourage peers to make the Safe and Sober Lifestyle Commitment, just as the high school program does. All program materials will be housed on the Safe and Sober website.

Parents/Guardians

This project will create video, PSA's and educational material that target parents about the dangers of underage drinking and impaired driving. Schools who register to be a Safe and Sober school will be encouraged to share the presentation video at parent meetings. These schools will also be encouraged to send educational materials to parents via e-mail or the school website and to share the public information materials with their local media. Schools will also be encouraged to share the information at school events. Every student in our focus groups, who do not consume alcohol, lists their parent as the reason they decided to abstain from alcohol, which makes this portion of the program an important component. The program materials will be housed on the Safe and Sober website.

Timeline:

Phase 1: Planning; 3 months Oct. 2012-January 2013

- Collect school contact information
- Develop program materials: videos, talking points, pledge cards, parent cards, educational activity logs, campaign promotion ideas and materials, how-to guide and talking points.
- Develop media release and schedule press conferences.
- Develop online reporting system
- Update existing website

Phase 2: Implementation/Action Plan; 7 months February 2013-Sustained

- Hold press conferences to roll-out program
- Disseminate program materials to participating schools via web
- Maintain online reporting system
- Maintain website

Phase 3: Evaluation; 2 months June through September 2013

- Participant feedback, results
- Replication - results sharing with other schools and states.

PROBLEM IDENTIFICATION:

Underage drinking presents an enormous public health problem in Missouri. Young drivers were involved in 34,841 crashes in 2010, and over 19% of young driver fatality crashes involved drinking. In addition to these completely preventable vehicular crashes, alcohol remains the drug of choice among children and adolescents, with more than 33% of Missouri youth aged 12 to 20 using alcohol, and one in four youth beginning use of alcohol by age 12.

Research indicates that underage experimentation with alcohol is a strong predictor of alcohol dependence later in life. Youth who begin drinking before age 15 are four times more likely to develop alcohol dependence, and are two and a half times more likely to become abusers of alcohol, compared to those who begin drinking at age 21. It follows that every day we can postpone a child's first drink will improve highway safety, and will improve their chances of living a life free of addiction and the myriad of societal problems that accompany addiction.

Adults are a big part of the problem, and the solution. According to the latest information from SAMHSA, 26% percent of all

teen drinkers get their alcohol from a parent or adult family member, and more than 50% of teens who drink are getting their alcohol from adults. The role of a parent, and other adult role models, in preventing underage drinking cannot be overstated. Three out of four youth say their parents remain their leading influence on their decisions about drinking.

An evaluation of STARS data from the Missouri State Highway Patrol shows the fatalities and injuries related to alcohol impairment begins in youth and peaks in adulthood.

See attachments:

Figure A: STARS graphical representation of Missouri crashes involving alcohol that resulted in serious injury.

Figure B: STARS graphical representation of Missouri crashes involving alcohol that resulted in fatality.

Safe and Sober is specifically designed to educate students, and their parents or guardians, throughout the year about the dangers of underage alcohol and drug use, by providing a platform for the conversation about alcohol use. Safe and Sober creates the opportunity for parents to communicate with their youth about correct behavior. This dialog should begin in middle school, before the onset of alcohol use. In order to change student behavior, their environment must be reshaped, and the attitudes and behavior of adults and institutions around them must support appropriate decisions. Comprehensive programs like Safe and Sober that work to change the environment in which we make decisions offer the greatest probability of success.

Sources

2010 Missouri Traffic Safety Compendium, Missouri Youth Driver Crashes by type of circumstance
Center for Disease Control and Prevention (CDC); and, Pemberton, M. R., Colliver, J. D., Robbins, T. M., & Groerer, J. C. (2008).

Underage alcohol use: Findings from the 2002-2006 National Surveys on Drug Use and Health (DHHS Publication No. SMA 08-4333, Analytic Series A-30). Rockville, MD: Substance Abuse and Mental Health Services Administration, Office of Applied Studies.

Spear, L. Alcohol's effects on adolescents. Alcohol Research and Health. Vol. 236(4), 287-291. (2002)

Grant, B.F. & Dawson, D.A. Age at onset of alcohol use and its association with the DSM-IV alcohol abuse and dependence: Results from the national Longitudinal Epidemiological Survey. Journal of Substance Abuse 9:103-110 (1997)

Substance Abuse and Mental Health Services Administration (SAMHSA) National Survey on Drug Use and Health
MADD, Power of Parents handbook (2012).

National Highway Transportation Safety Administration (NHTSA) online Community How To Guide (2012).

STARS Online Analysis- Missouri State Highway Patrol www.mshp.dps.missouri.gov

Community Needs Assessment - Community Partnership (see attached)

GOALS AND OBJECTIVES:

Ultimate Outcome: Educate Missouri youth and parents on the dangers of underage drinking and drunk driving in an effort to reduce the incidence of Missouri youth who: 1) drink underage or 2) who drink and drive.

Goal 1: Offer the Safe and Sober program to schools statewide. By expanding statewide, the program can reach beyond the 35 schools in southwest Missouri who participated in 2012.

Objective A - By February 2013, promote the web-based safe and sober program to Missouri schools that participated in the Battle of the Belt Campaign.

Objective B - By February 2013, provide resources necessary for schools to completely implement this educational, peer-to-peer campaign in their school. This includes assembly video, pledge cards, incentive items, parent cards, educational activity log, campaign promotion ideas, media material including public service announcements and talking points.

Goal 2: Increase parent awareness of the issues of underage drinking.

Objective A - By February 2013, promote website content that facilitates underage drinking prevention education for parents.

Objective B - By February 2013 host press conferences at Mercy Hospitals across the state highlighting the issues and increase awareness of underage drinking and drunk driving.

Objective C - By January 2013, provide educational material (including talking points and video) that can be shared by

educators in parent meetings (freshman orientation, scheduling meetings) at schools to raise awareness of the issues of underage drinking and drunk driving.

Goal 3: Create a peer-led educational program targeting middle school students that is provided by high school students. The program will emphasize the safe and sober lifestyle as a social norm.

Objective A - By February 2013, provide a program outline and how-to guide for high school students who take the pledge to exemplify leadership and reach out to middle schools in their district to share their safe and sober life decision with middle school students.

Objective B - By February 2013, provide a presentation outline and questionnaire to guide the high school student in crafting the safe and sober message for middle school students.

Objective C - By February 2013, provide the participating middle schools with printable pledge cards for their students, available through the website.

Goal 4: Create and maintain an online reporting system to track the program through the existing website.

Objective A - By January 2013, create and implement the components of the website that will house all educational materials and video.

Objective B - Create the web based reporting and tracking system for schools to record their participation, assembly dates, educational campaign components and results, pledge rates and share best practices.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Goal 1 Outcome: Completed by contacting regional Battle of the Belt coordinators, asking them to contact their schools and promote Safe and Sober. BOTB coordinators were contacted by SNS directly and by Carrie Wolken, State Youth Coordinator, MoDOT - Traffic & Highway Safety Division

Goal 1B Outcome: This goal was achieved by assembling a tool kit that each school received containing everything needed for program implementation. Each kit came with a content list, a set of program instructions, a flash drive containing program instructions and the studio quality parent and student videos, pledge cards, instructions for implementing the middle school program, instructions for implementing the parent program, incentives, and a poster to track the school's progress. Each tool kit was mailed to the registered school at no cost to the school.

Goal 2A Outcome: These high quality materials were designed, produced, and delivered to each school in the tool kit, as well as instructions on how to implement the program.

Goal 2B Outcome: The SNS website and content were promoted through several email contacts to all 680 MO public high schools and several private schools, promoted through direct mailing of a postcard, another direct mailing of a high quality informational brochure, as well as through the PSA which ran on television stations throughout the state.

Goal 2C Outcome: Three press conferences were held, one at Mercy Hospital in Springfield, one at Mercy Hospital in Joplin, and one at MoDOT district office in Jefferson City. Each conference was successful in increasing awareness of the underage drinking and drunk driving epidemic, as well as the expansion of the Safe and Sober program.

Goal 3A Outcome: The program outline was produced and included in the tool kit sent to each registered school. It was provided in both electronic and hard copy forms.

Goal 3B Outcome: A "How to" guide was produced and provided in the tool kit sent to each registered school. It was provided in both electronic and hard copy forms.

Goal 3C Outcome: Pledge cards were provided in the tool kit in electronic format on the flash drive included in the tool kit sent to each registered school.

Goal 4A Outcome: The website was completed and designed to maintain a consistent and professional look with the printed materials and the overall brand and quality standards of Missouri Safe and Sober. All of the program content materials created, both print and videos, were made available on the web site. The purpose of providing the materials on a flash drive was to maintain fidelity of the site during peak assembly times. It was more cost effective to purchase and provide program materials on a flash drive than to increase the bandwidth capabilities of the web site to avoid potential site crash during an assembly.

Goal 4B Outcome: The registration and tracking system capabilities were added to the Missouri Safe and Sober website in order to track participating schools, monitor pledge rates, and allow other schools to "see" pledge rates at competing schools.

Evaluation:

Missouri Safe and Sober (SNS) began this project with the mission to change the culture of underage drinking in Missouri. In order to realize the mission, SNS set the project goal of expanding the existing program by increasing the breadth and depth of the program. By increasing the breadth of the program, SNS would become a statewide program, offering high quality education to schools across Missouri. By increasing the depth of the program, SNS would expand the target audience to middle school students and to the parents of our middle and high school students. It was also necessary to change the message of the program from one night of abstinence, to a lifestyle choice of refraining from alcohol use until the students reach the legal age.

In one project year, Missouri Safe and Sober has been able to achieve this goal of expansion and has been able to initiate a change in the culture of underage drinking. Missouri Safe and Sober has expanded from a local prom night initiative involving 34 high schools to a statewide program with 157 registered schools. 78,000 high school students and their parents received the life-saving education through studio produced, high quality videos, which have also received over 10,000 hits on YouTube. Three videos were produced this year; a student video which educated the students on the consequences of using alcohol and drunk driving, such as the punitive damages from DUI, what effect that has on their future plans, and testimony from real people in Missouri affected by drunk driving; the second was a parent video to educate the parents of our students on the legal ramifications of providing alcohol to minors, the physical damage alcohol does to the developing brain, and testimony from families in Missouri affected by drunk driving; and a PSA was developed to create program awareness which ran over 900 times across the state of Missouri.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
154 AL / 20.607	\$130,700.00	\$70,470.11

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PROJECT TITLE:

CHEERS/SMART/DSDS

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

University of MO Curators

PROJECT NUMBER:

13-154-AL-086

JURISDICTION SIZE:

5,900,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Ms. Karen Geren

PROJECT DESCRIPTION:

We propose to address the alcohol and safe driving issues facing college students and the communities they reside in by continuing to implement four programs that have proven successful in creating awareness and behavior change, and by integrating stronger collaboration with law enforcement throughout the state. The unifying theme behind each of the following programs is to educate Missourians, particularly college students, on ways to make responsible decisions regarding alcohol and driving issues. These programs are: SMART, CHEERS, and Drive Safe. Drive Smart, and START.

SMART

SMART is an online responsible beverage service training program that addresses the topics of proper identification and sales and service to intoxicated individuals. The program is effective in that each operating module is very visual and interactive, presenting information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites for participants to gain further knowledge on the subjects. Self-help and review activities and exercises provide practice and the opportunity to retake quizzes until successful and include hints and tips to facilitate the learning process. Content is presented in small, incremental steps that gradually develop towards more and more complex scenarios.

CHEERS

CHEERS was designed as a rewards program to increase the number of designated drivers throughout the state of Missouri. For 25 years, CHEERS has worked toward educating college students in Missouri about the importance of using a designated driver who has had nothing to drink through programs and educational information. As an environmental approach to reducing irresponsible drinking and the number of impaired drivers, bars, restaurants and nightclubs participating in CHEERS provide free non-alcoholic beverages to designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable.

The CHEERS program is present on 25 individual campus or community chapters across the state and has over 300 establishments participating. SMART and CHEERS work together to cross promote each other in the bar and restaurant community.

DRIVE SAFE. DRIVE SMART.

Drive Safe. Drive Smart. was created in 2005 to expand the safe driving message beyond impaired driving to the campuses involved in Partners In Prevention. In addition to impaired driving, DSDS also addresses distracted, drowsy, and aggressive driving, speeding, and safety belt use. Through a poster and programmatic campaign, college students across the state have been exposed to important messages and information about a broader range of safe driving. Initially available at twelve campuses, DSDS has now expanded to seven additional campuses across the state.

Part of DSDS is a strong emphasis on improving the safety belt usage rates on each campus. To monitor this, a question on safety belt usage is included on the Missouri College Health Behavior Survey about usage, and there is also a in-person survey conducted by the Missouri Safety Center on each participating PIP campus which helps determine the winner of the college safety belt competition, Battle of the Belts.

START

The Student Alcohol Responsibility Training (START) is a free, online training program that allows Missouri college students to learn how and why they should not serve alcohol to underage or intoxicated guests. The main goal of this training is to educate college students on how to have a safe party or event, with or without alcohol. However, the majority of the content is focused on issues such as how to check for fake ID's, what to do if a guest becomes intoxicated, state laws related to alcohol use and many other useful topics.

PROBLEM IDENTIFICATION:

During the 2008-2009 academic year, almost 34% of college students at Missouri public institutions of higher education consumed five or more drinks in a two-hour period, otherwise known as binge or high risk drinking (see Appendix A). It is estimated that 600,000 students between the ages of 18-24 are unintentionally injured under the influence of alcohol each year (Hingson, Heeren, and Zakocs, 2005). Almost half of all college students nationwide binge drink (defined as five or more drinks at one sitting for men, four or more drinks for women) according to the Harvard School of Public Health (2002) and the Core Institute (2001). Students who binge drink are more likely to damage property, have trouble with authorities, suffer academically, have hangovers, and drive while intoxicated (Wechsler, 2002). Thirty percent of all students (38.2% of drinkers) at Missouri's colleges and universities reported driving under the influence of alcohol or other drugs within the past year. (2010 MCHBS).

Recent research indicates that about one-third of college students drink for the purpose of getting drunk. According to the United States Office of Substance Abuse Prevention (OSAP), it is estimated that between 240,000 and 360,000 of today's college students will eventually die of alcohol-related causes. It is estimated that students spent \$5.5 billion each year on alcohol, which is approximately one third of a college student's discretionary money, and that number continues to increase (Center on Addiction and Substance Abuse, CASA). It is estimated that 40% of academic problems, 29% of drop outs, 80% of vandalism, 90% of Greek hazing deaths, and 90% of date rapes are alcohol or other drug related (CASA, 1994). Over 1,700 college students ages 18-24 die from alcohol-related injuries, including motor vehicle crashes, each year (Hingson et al, 2005).

In 2009, one person was killed or injured in drinking related traffic crashes every 2.7 hours in the state of Missouri, and over 30% of fatal crashes involved a person drinking. Motor vehicle crashes in the state cost Missourians over \$3.3 billion in economic loss in 2009 (Missouri Traffic Safety Compendium, 2009). The primary cause of death for persons between the ages of 1 and 34 is traffic accidents, and alcohol consumption has been found to be a leading contributor to those accidents (Hingson, 1993; MADD, 1997). The average alcohol related crash costs the public an estimated 3.3 million dollars in various costs (Pacific Institute for Research and Evaluation, 2002).

The proportion of traffic statistics specifically involving Missouri youth is extremely alarming. Individual drivers under the age of 21 were involved in 27.3% of all the 2009 traffic crashes in Missouri and 18.4% of all fatal traffic crashes. Also in 2008, a person was killed or injured in young driver related traffic crashes every 53.5 minutes in Missouri. Over thirty percent of these crashes took place on Friday and Saturday. That same year, in 50.7% of the young driver related fatal traffic crashes, the driver was either exceeding the speed limit or driving too fast for conditions, which contributed to the cause of the crash. In 23.9% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash. In addition, young drivers accounted for 160 fatalities in motorized vehicles and 9,965 personal injuries (Missouri Traffic Safety Compendium, 2009). While fatalities decreased by seven in this category, personal injuries increased by a staggering number of 5,132.

College students' behavior is shaped by their environment, to change their behavior, the environment must change. High risk drinking exists largely because college students live in an environment that promotes such behavior. According to Dr. William DeJong, of the United States Department of Education's Higher Education Center on Alcohol, Drugs and Violence Prevention in Higher Education, there are five primary factors that contribute to the formation of this environment:

1. The widespread belief that high risk drinking is normative
2. Alcohol is abundantly available and inexpensive
3. Liquor outlets use aggressive promotions
4. Laws and policies are not consistently enforced
5. Students have a great deal of unstructured free time

Colleges and universities need to use multiple strategies focused on creating an environment that encourages and supports students to make good choices about alcohol and proactively addressing the above-mentioned factors. When colleges work with their surrounding communities to decrease alcohol-related problems, both benefit. As was recommended in the Higher Education Center for Alcohol and Other Drug Prevention publication "Be Vocal, Be Visible, Be Visionary," environmental management is a vitally important strategy in effective alcohol abuse prevention. Environmental management encourages college officials to work to change the campus and community environment through an integrated combination of programs, policies, and public education campaigns.

Over the years, prevention professionals have attempted to decrease the abuse of alcohol and other drugs by focusing on changing students' behavior by teaching them how to make responsible decisions. This approach is a good start, but it is insufficient in isolation. No matter how well a student is educated to make a responsible decision, if the environment around him/her includes easy access to alcohol and few consequences to drinking alcohol, then how can we hope to have students

make good decisions about alcohol? "College officials cannot expect students to say 'no' to binge drinking and other drugs use when their environment tells them 'yes'" (Environmental Management, Higher Education Center for Alcohol and Other Drug Prevention, 1998).

Addressing environmental influences on student alcohol-related behavior is no quick fix, and as a long-term strategy it demands permanent infrastructure to be effective. Environmental strategies demand that prevention efforts move beyond the campus into the broader community. By working with local bar and restaurant owners, colleges can work to curb alcohol availability and access to students who are underage or intoxicated.

The city environment plays a role in binge drinking. According to Taking up Binge Drinking in College: The Influences of Person, Social Group, and Environment, a study by the Harvard School of Public Health, college students "who reported that they were exposed to wet environments were more likely to engage in binge drinking than were their peers without similar exposures" (CAS, 2003). In this case, a "wet" environment refers to any place where drinking is an accepted part of the culture and alcohol prices are low.

The Higher Education Center wrote in their 1997 bulletin entitled Binge Drinking on Campus: Results of a National Study, "The best on-campus policies cannot succeed if off-campus retail outlets continue to serve alcohol to underage or intoxicated students. Efforts need to be made to reach out to local officials to invite their participation in developing a comprehensive and community-wide approach to this problem."

Decreasing the number of underage drinkers and intoxicated individuals being served alcohol is crucial in making our communities safer. Serving alcohol safely benefits each member of the community and should be of mutual interest to all. Customers benefit from being patrons of a safer environment because it enhances a positive social outing. Bar and restaurant owners benefit by decreasing their liability and improving their business by creating a social climate that attracts customers. Colleges and universities benefit by helping to protect the safety and well-being of their students. Communities benefit from reducing alcohol-related problems.

One of the most important ways to create and enhance safe environments is to train the servers and sellers of alcohol on how to serve it in a safe, responsible and legal manner. Considerable research demonstrates that a well-implemented, responsible beverage service program can be effective in reducing the sale of alcohol to intoxicated persons and in preventing impaired driving (Pacific Institute for Research and Evaluation, 1999).

While impaired driving is the nation's most frequently committed violent crime (MADD, 1996), it is not the only issue affecting the safety of our roadways. In addition to drinking and driving issues, distracted driving, such as talking on cellular phones, personal grooming, or reaching for items in the vehicle can lead to traffic crashes, many of which have increasingly higher rates of tragic and fatal outcomes. According to the National Highway Traffic Safety Administration, 20% of injury crashes in 2009 involved reports of distracted driving.

According to Donna Glassbrenner with NHTSA research, wireless or cellular phones are the most common potentially distracting devices owned by drivers, and driver cell phone use has been increasing in recent years. In 2005, cell phone use increased by 2% among both female drivers (6% in 2004 to 8% in 2005), and drivers ages 16-24 (8% in 2004 to 10% in 2005) (Glassbrenner, 2005).

In the findings of the 2002 National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, cell phone and other distracters use can increase a driver's probability of crash involvement. Drivers under age 30 are more likely to have been involved in such a crash, with .3% of all drivers this age having been in a crash they attribute to wireless phone use. According to the Harvard Center of Risk Analysis, cell phone use contributes to an estimated 6 percent of all crashes, which equates to 636,000 crashes, 330,000 injuries, 12,000 serious injuries and 2,600 deaths each year.

Unfortunately, youth drivers make up a disproportionately large number of the drivers in distracted driving crashes. Approximately 985,000 drivers under age 21 were involved in a distracted-driving crash. This is 13% of all drivers involved in a crash, yet youth drivers make up just 6% of the driving population. (National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, 2002). Similarly, Fatality Analysis Reporting System (FARS) and the National Automotive Sampling show that the under-20 age group had the highest proportion of distracted drivers involved in fatal crashes (16%). The age group with the next greatest proportion of distracted drivers was the 20- to-29-year-old age group - 13% of all 20-to-29-year-old drivers in fatal crashes were reported to have been distracted (www.distraction.gov). Comparing this information with the NHTSA's research indicating increases in young driver cell phone use, we fear these statistics will only get worse.

The Missouri Traffic Safety Compendium lists seat-belt usage by drivers and passengers as one of the best ways to prevent death and personal injury. A driver in a Missouri 2009 traffic crash had a 1 in 2 chance of being injured and a 1 in 30 chance of being killed if they were not wearing their seatbelt. According to the 2009 compendium, approximately 6.1% of college-age students (15-25 years) who were involved in traffic crashes were not wearing their seatbelts. In addition, 34.1% of those

drivers involved in Missouri traffic crashes who were intoxicated (drinking alcohol) were not wearing their seat belts.

Clearly, the issues of distracted driving, driving while intoxicated, and seat belt use are significant issues for the college students of Missouri. Partners in Prevention, through its network of 20 state colleges and universities, would like to continue to address these issues in order to assist in creating safer roads for all Missourians through the development of a training program, educational campaigns, and a statewide social norming print media campaign.

GOALS AND OBJECTIVES:

GOAL 1: SMART

Continue implementation of an online Responsible Beverage Server Training program called SMART (State of Missouri Alcohol Responsibility Training) that will help increase the skills, knowledge, and awareness of individuals engaged in the sale and/or service of alcohol in the bars, restaurants and liquor stores in Missouri, thus reducing alcohol-related problems occurring at the point of sale. Targeting owners, managers, and employees at all liquor license holding establishments in the state of Missouri as potential participants in the SMART program.

Outcomes

1. Decrease illegal alcohol sales to minors in bars, restaurants and liquor stores in Missouri
2. Increase the number of alcohol servers and sellers that have successfully passed the server training program
3. Decrease the number of people being over-served alcohol in bars, restaurants and liquor stores in Missouri
4. Decrease the harms associated with the abuse of alcohol in Missouri

Objective 1

Assist sellers and servers of alcoholic beverages in reducing alcohol related problems in their bars, restaurants and liquor stores

Strategies

1. Increase the servers/sellers knowledge and awareness of state and local alcohol laws and policies
2. Increase the servers/sellers knowledge and awareness of the management policies and procedures
3. Increase the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors
4. Increase the awareness and understanding of servers and sellers as to the consequences of serving alcohol to an intoxicated customer and thus influencing them to refuse service to that customer

Objective 2

To provide an affordable, time efficient, effective and easily accessible server training program for all servers and sellers of alcoholic beverages in Missouri

Strategies

1. Provide an interactive online training with videos, self-checks, and self assessment
2. Provide an ability to easily access this training through the internet 24 hours per day, 7 days per week
3. Provide this training free of charge to the server and for the bar/restaurant/liquor store owner
4. Provide feedback upon completion of the SMART program to the trainee, the establishment owner, the Missouri Division of Alcohol and Tobacco Control, and local law enforcement

Objective 3

To provide a collaborative relationship between the Division of Alcohol and Tobacco Control, Missouri's Partners In Prevention, Missouri Partners In Environmental Change, MoDOT's Division of Highway Safety, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association and the bar, restaurant, and off-premise liquor establishment owners in Missouri.

Objective 4

To market the availability of the program to include every bar, restaurant and liquor store in the state

Strategies

1. Continue to work with Missouri's Partners In Prevention (PIP) to ensure effective communications with the bar and restaurant communities in each of the twenty communities within PIP.
2. Regularly attain updated database of liquor license numbers from the Missouri Division of Alcohol and Tobacco Control and update SMART database to include any new establishments and remove those who have closed.
3. Continue to work with entities and organizations that work closely with eligible establishments such as Alcohol and Tobacco Control, local coalitions, Missouri Petroleum Marketers & Convenience Store Association (MPCA), Missouri Beer Wholesalers Association, local police departments, county clerks, etc. in an effort to better market the SMART program.

GOAL 2: CHEERS

Continue successful implementation of the CHEERS to the Designated Driver program, whose purpose and mission is to

decrease the number of Missouri citizens who drink and drive and to coordinate community-wide designated driver programs throughout Missouri. Targeting state universities and colleges as well as community groups as distribution points for program development.

Outcomes

1. Achieve a designated driver rate of 90% by April 2012
2. Increase the awareness of Project CHEERS on 7 new PIP campuses 5% by April 2012
3. Increase the number of businesses that are a part of Project CHEERS by 25 before April 2012

Objective 1

Distribute materials to chapters on how to create and maintain a designated driver program

Objective 2

Provide each campus with educational materials for use in presentations and resource fairs to encourage students to use a designated driver and to define what it means to be a designated driver

Objective 3

Work with the Partners in Prevention (PIP) coalition on a state-wide impaired driving social-norming media campaign

Objective 4

Contact each of the state public institutions of higher education and many of the private colleges to encourage them to enhance their already existing CHEERS program or to start a new CHEERS program.

Strategies

1. Continue monthly contact with each chapter
2. Create a reward/recognition system to encourage participation

Objective 5

Continue to develop promotions for holidays and special events such as Collegiate Alcohol Awareness Week (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April)

Strategies

1. Create customized posters and business cards listing local CHEERS establishments for each chapter
2. Distribute programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and popularize the program among students

Objective 6

Continue to develop Project CHEERS promotional and educational items to be used by participating establishments and campuses

Strategies

1. Create and distribute promotional items for use by the participating establishments to increase visibility and encourage the use of CHEERS
2. Create and distribute items that reward establishments for participating in the CHEERS program
3. Provide a training for CHEERS chapters
4. Provide a brochure to distribute at participating establishments to increase knowledge of program to servers

Objective 7

Continue to work with and through the Partners In Environmental Change coalition in an effort to collaborate closely with law enforcement groups and local coalitions in each of the 20 campus communities to enforce laws and promote the message to use a designated driver whenever alcohol is being consumed

Objective 8

Serve as a resource to the local chapters on the creation, planning, and implementation of their prevention efforts

Objective 9

Improve the web site for chapter contacts, students and community members to visit that can provide information, statistics on drinking and driving and links to useful local and national information

Objective 10

Continue to market CHEERS with Missouri's state wide server training program, SMART. Both of these programs can be used to increase participation in the other. Establishments that implement CHEERS can be sent information on server training and establishments that use server training can be recruited to utilize CHEERS.

Objective 11

Build closer working relationships with non-college entities

Strategies

1. Work with Alcohol and Tobacco Control and local law enforcement (via PIEC) to determine communities that would benefit most from a CHEERS chapter
2. Work with the Mid-Missouri chapter of Mothers Against Drunk Driving (MADD) to create community awareness about drunk driving

Objective 12

Continue to utilize the Partners In Prevention (PIP) effort to increase communications with the campuses

Strategies

1. Participate in the monthly PIP meetings
2. Utilize the PIP list serve, newsletter and web page for promoting CHEERS
3. Participate in trainings and conferences

Objective 13

Continue to utilize local campus/community coalitions to gain support for the CHEERS program

Strategies

1. Actively seek the establishment of Project CHEERS chapters through campus/community coalitions
2. Communicate with existing coalitions the importance of their participation and continued support

GOAL 3: DRIVE SAFE. DRIVE SMART

Successfully implement the Missouri Partners in Prevention Drive Safe. Drive Smart. program by educating Missouri college students about distracted, aggressive, drowsy, and impaired driving, speeding, and seat belt use. Targeting includes prevention professionals, students, and community coalition members at each of the twenty institutions involved in the Partners in Prevention statewide coalition.

Outcomes

1. An increase in the number of campus/community coalitions throughout the state that are addressing impaired driving and safety (drinking and driving, distracted driving, and seatbelt use) as a primary issue
2. An increase in the skill level of those students and professionals who participate in training opportunities
3. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twenty member campuses
4. A decrease in the number of students driving while intoxicated
5. An increase in the accuracy of students' perception of their peer's drinking and driving and other traffic safety behaviors

Objective 1

To use the established communication network among the public institutions of higher education in Missouri and the Missouri state agencies to create effective strategies for addressing the issues of drinking and driving, distracted driving, and seatbelt use

Strategies

1. Use monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving, and seatbelt use
2. Use the Partners in Prevention web site and list serve for on-going communications of coalition members
3. Include drinking and driving and distracted driving prevention education in "Journeys", the quarterly newsletter of Partners in Prevention as well as information about seat belt safety and other traffic safety issues
4. Support the state conference in the spring of each year through funding for educational workshops and keynote speakers for college professionals and student peer educators

Objective 2

To provide on-going training opportunities for professionals and students that address effective environmental management strategies for:

- Decreasing the abuse of alcohol and other drugs on campus and in the community
- Preventing drinking and driving and distracted driving
- Increasing seatbelt use

Strategies

1. Sustain monthly meetings/workshops for professionals and students from each participating institution and state agency to

discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol free programming, existence of mixed messages, policy review, traffic safety and social norming

2. Continue collaboration with the National Highway Traffic Safety Administration to receive media training
3. Work to create a peer education group at the University of Missouri which would, among other things, develop peer programs, help put on events, and encourage their peer group (other college students) to engage in safe driving behaviors. They could also serve as a model to start peer groups on other campuses as well.

Objective 3

To facilitate an evaluation effort that includes needs assessments, establishment of baseline data of students' usage patterns and measuring the effectiveness of policy changes and program implementation over the grant period

Strategies

1. Provide the Missouri College Student Health Behavior Survey for each participating campus in order to continually collect baseline data statewide and pre and post testing
2. Provide the Environmental Assessment Instrument created by the US Department of Education for each campus to assess their campus and city environment
3. Provide technical assistance on the evaluation efforts through site visits to each campus as requested

Objective 4

To provide resources that the campuses can access in order to create on-going, creative and effective prevention efforts

Strategies

1. Facilitate idea sharing and collaborative programming possibilities at the monthly meetings
2. Use the Partners in Prevention web site and a list serve to enhance on-going collaborative programming possibilities related to drinking and driving, impaired driving, and seatbelt use
3. Continue to collect baseline data on students at all participating Missouri colleges and universities regarding drinking and driving, distracted driving, and seatbelt use
4. Create resources and other training materials on impaired driving for each of the nineteen member institutions such as posters and brochures on drinking and driving, distracted driving, and seatbelt use
5. Enhance and expand a statewide education and media campaign called "Drive Safe. Drive Smart."
6. Enhance and expand a statewide social norming campaign for college students on distracted driving and seatbelt use, based on data from the Spring 2010 Missouri College Student Health Behavior Survey.

Objective 5

To provide resources to campus and community law enforcement agencies to enforce laws and/or provide education to drivers regarding safe driving behaviors

Strategies

1. Provide some funding and support for safety belt and impaired driving checkpoint operations on Missouri's twenty college campuses and in their surrounding communities
2. Publish a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during the safety checkpoint operations

GOAL 4: LAW ENFORCEMENT TRAINING

Provide Missouri law enforcement officers with the proper training and funding necessary in order to successfully implement effective DWI operations in and around Partners in Prevention campuses. Targeting includes law enforcement officers at each of the twenty institution campuses and communities in the Partners in Prevention statewide coalition.

Outcomes

1. An increase in the number of campus/community law enforcement agencies throughout the state that are addressing impaired driving as a primary issue
2. An increase in the skill level of those professionals who participate in training opportunities
3. An increase in DWI arrests in and around the Partners in Prevention campuses
4. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twenty member campuses
5. A decrease in the number of students driving while intoxicated in the Partners in Prevention communities.

Objective 1

To provide resources to campus and community law enforcement agencies to enforce DWI laws in campus communities

Strategies

1. To provide scholarships to law enforcement officers from 20 Missouri college campuses to attend the annual DWI/Traffic Safety conference held by Missouri Office of Prosecutor Services (MOPS).

2. To provide two day trainings for law enforcement officers from 20 Missouri college campuses to increase their skills at performing DWI checkpoints and making prosecutable cases.
3. To provide a portion of the salary of a Partners in Prevention staff member to coordinate these law enforcement training opportunities and enforcement operations.

GOAL 5: START

Successfully implement the Student Alcohol Responsibility Training (START) program by educating Missouri college student organizations on why they should host responsible events and parties, where refusing service to underage and intoxicated individuals is key to reducing impaired driving. Targeting includes student organization members at each of the twenty institutions involved in the Partners in Prevention statewide coalition.

Outcomes

1. An increase in the number of campuses throughout the state that are addressing impaired driving by focusing on drinking and driving stemming from student parties
2. An increase in the skill level of students who participate in START
3. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twenty member campuses
4. A decrease in the number of students driving while intoxicated

Objective 1

To provide portions of the SMART training to student organizations on 20 Missouri college campuses, to help decrease drinking and driving from their private parties and events where alcohol is served.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

SMART OUTCOMES

- Increased the servers/sellers knowledge and awareness of the management policies and procedures.
- SMART program allows each establishment manager to customize part of the program to reflect their individual policies. Examples of things that are customizable: age of people to check identification, age allowed in establishment, consequences of breaking laws specific to the establishment, etc.
- Increased the servers/sellers knowledge and awareness of state alcohol laws and policies.
- SMART program covers the pertinent laws and penalties for breaking those laws to educate servers
- Increased the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors.
- SMART program includes an in-depth portion to detect various forms of fake identifications (manufactured and borrowed) to assist sellers in catching those who try to falsify their age.
- Increased the awareness and understanding of servers/sellers as to the consequences of serving alcohol to an intoxicated customer and thus refusing service to that customer.

- SMART program discusses identifying signs of intoxication and the legal ramifications of serving to someone in such a state.
- All of the above factors were based on a voluntary survey conducted and measured by the Truman School of Public Affairs. Servers had the opportunity to take a pre-SMART survey to note their knowledge and understanding of Missouri alcohol laws, their ability as a server to carefully check identification, etc., and have the option of doing a follow-up survey six weeks after their completion of the SMART program.
- Provided an interactive online training with videos, self-checks, and self assessment.
- Provided an ability to easily access this training through the internet 24 hours per day.
- Provided this training free of charge to the server and for the bar/restaurant/liquor store owner.
- Provided feedback on completion of the SMART program to the trainee, the bar/restaurant/liquor store owner and to Missouri Division of Alcohol and Tobacco Control.
- Continue to work with Missouri's Partners In Prevention (PIP) to ensure effective communications with the bar and restaurant communities in each of the thirteen communities within PIP.
- PIP has remained an integral part in the marketing and implementation of SMART across the state through the use of participating partners' community coalitions.
- Regularly attain updated database of liquor license numbers from the Missouri Division of Alcohol and Tobacco Control and update SMART database to include any new establishments and remove those who have closed.
- Completed with the help of MDATC's Nancy McGee and Dewayne Sprenger.
- Continue to work with entities and organizations that work closely with eligible establishments such as Alcohol and Tobacco Control, local coalitions, Missouri Petroleum Marketers & Convenience Store Association (MPCA), Missouri Beer Wholesalers Association, local police departments, county clerks, etc. in an effort to better market the SMART program.
- It has been difficult to stay in contact with MPCA and MBWA, however the other entities have consistently encouraged establishments in their community to utilize the SMART program. We have three communities with mandatory server training that heavily utilize SMART. This helps to greatly increase the number of businesses and individuals who are educated by the SMART program.

CHEERS OUTCOMES

The percentage of awareness among the newer PIP campuses stayed consistent at 39% from 2012 to 201.

Due to the recruitment efforts at all of our chapters and partnering with the SMART program, approximately 30 new establishments have become involved in Project CHEERS, however due to a variety of factors, many participating establishments across the state have gone out of business, and so our overall number of participants has remained relatively stable. Columbia is the most active chapter, and the majority of CHEERS-appropriate establishments have already signed up. We are continuously working on new initiatives to increase the number of CHEERS participants in our PIP communities.

We distributed programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and publicize the program among students. Provide each campus with educational materials for use in presentations and resource fairs to encourage students to use a designated driver and to define what it means to be a designated driver.

Items such as CHEERS cards, wallet cards listing all participating establishments, pens, highlighters and key chains are handed out to our students at presentations, events and resource fairs throughout the year as a great marketing effort for the CHEERS program and what it means to be or use a designated driver. Our students are very aware of the program, and it is due largely in part by having these promotional and educational items to catch their attention at special events during integral times such as National Drunk Driving Awareness Month (December), Collegiate Alcohol Responsibility Month (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April).

Our promotional items continue to be an integral part of encouraging establishments to participate in the CHEERS program. Due to the nature of the business industry, a majority of establishments want to feel as if they are getting something out of participating in a program such as CHEERS, and so the draw of ordering our promotional items not only serve an extremely effective way to encourage the establishments to sign up, but they also create an important brand image and reminder to the bar owner about their participation in CHEERS. Every month they need to order supplies is another month they are reminded about the CHEERS program and its message of the importance of using a designated driver.

Through the data collected from the Spring 2010 Missouri College Student Health Behavior Survey, we were able to implement a social-norming campaign via the Drive Safe. Drive Smart. program, expressing that 87% of Missouri College students use a designated driver. This information was also used in the CHEERS and Drive Safe. Drive Smart. handbills and brochures. Once all promotional items are gone, we will update the data from the 2013 MCHBS

Through a list serve and monthly PIP meetings, contact was maintained with all CHEERS chapters to encourage them to sustain or improve their CHEERS participation. Some chapters' efforts were reenergized, while others continued with the same problem of lack of staffing to implement a truly successful CHEERS program and designated driver campaign on their campus. While we cannot impact their staffing issues, we are continuing to work towards making implementation of the campaign as simple and user-friendly as possible in the future.

Continue to work with local chapters on the creation, planning and implementation of their prevention efforts. This is a constant, on-going effort. The state coordinator regularly has contact with local chapters to create personalized efforts that will target specific campuses more effectively. Numerous promotional cards, posters, banners, etc. have been created specifically for individual campuses or their local establishments.

Many positive changes continue to be seen with the relationship between the CHEERS and SMART programs. We have used each program to create synergy for the other. With every CHEERS order, a SMART brochure and personalized letter is sent that:

- Informs them of the SMART program if they are not signed up
- Reminds them of their participation in the SMART program (and their establishment's username and password) if they are signed up but inactive in the program
- Congratulates their efforts in the SMART program if they are active and encourages them to continue their performance in the future.

Similarly, the CHEERS program is highlighted in the SMART program, and many SMART participants have called for information and subsequently joined efforts with Project CHEERS as a result.

PIP has proven to be a continued method for encouraging participation in the SMART and CHEERS programs throughout the state. PIP members are updated on progress and new developments at monthly meetings or via contact on the PIP list serve. In April 2013, CHEERS was promoted at the Meeting of the Minds Conference in Kansas City. All of these opportunities allow CHEERS contacts in community chapters throughout the state to meet with the state coordinator for one-on-one assistance or training.

DRIVE SAFE. DRIVE SMART. OUTCOMES

- Used monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving and seatbelt use.
- Used the Partners in Prevention (PIP) website and list serve for on-going communications of coalition members
- Supported the state conference in April 2013 through funding for educational workshops and keynote speakers for college professionals and student peer educators. Toren Volkman spoke about his experiences relating to binge drinking and impaired driving, Amanda Umscheid spoke about the loss of her sister in a texting and driving crash, and a peer educator from the Wellness Resource Center at the University of Missouri spoke about distracted and drowsy driving in a breakout session. All sessions were very popular with conference attendees.
- As mentioned above, the monthly PIP meetings were used to discuss all issues pertaining to the abuse of alcohol and other drugs and methods to address these topics. Specifically to how these relate to driving issues, a training session was held where PIP members broke down each of the topics down to identify why students potentially engage in these behaviors, and what actions can be done to discourage them from doing them in the future.
- Conducted the Missouri College Student Health Survey for each participating campus in order to continually collect baseline data statewide and pre and post-testing.
- Provided technical assistance on the evaluation efforts through site visits to each campus as requested.
- Though no site visits for evaluation help were requested, a great deal of phone support was provided to interpret individual campus data and possible efforts to exploit that data.
- Each campus was asked to evaluate the popularity and effectiveness of the educational and promotional items in order to create the most useful items for the 2012-2013 campaign.
- Used the Partners in Prevention website and list serve to enhance on-going collaborative programming possibilities related to drinking and driving, distracted driving, and seatbelt use.
- Continued to collect baseline data on students at all participating Missouri colleges and universities regarding various driving behaviors.
- Students were asked how often they used a seatbelt while driving. 91.8% report wearing the seatbelts at least sometimes. Students were also asked about their texting while driving behavior, and 42% report doing this behavior at least sometimes.
- Please see attached data from the spring 2013 Missouri College Health Behavior Survey for additional results.
- Create resources and other training materials on impaired driving for each of the twenty-one member institutions such as posters and brochures on drinking and driving, distracted driving and seatbelt use.
- Handbills, brochures and posters were distributed for programs or events on campuses to address the six issues Drive Safe.

Drive Smart. covers:

- i. Distracted Driving
- ii. Impaired Driving
- iii. Seatbelt use
- iv. Aggressive Driving
- v. Speeding
- vi. Drowsy Driving

- Enhanced and expanded a statewide social norming campaign for college students on distracted driving and seatbelt use,

based on data from the Spring 2010 Missouri College Health Behavior Survey.

- Facts about Missouri College Students' driving behaviors were used in the educational materials using the MCHBS 2013 data.

- Many campuses chose to put an emphasis on distracted driving, particularly text messaging while driving, as a large percentage of students reported this behavior.

- We published and provided a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during their Drive Safe. Drive Smart. events.

- We provided funding and support for impaired driving checkpoints and saturation efforts on the campuses that submitted requests. Various campuses held these checkpoints during their more troublesome times of the year, and all resulted in great success.

- In the Summer 2013, we sponsored one law enforcement officer from the Truman State University Public Safety Department (police department) to attend the DWI Traffic Safety Conference and get recertified as a DRE (Drug Recognition Expert).

- In July 2013, we held a 24 hour SFST (Standardized Field Sobriety Testing) Course at Missouri University of Science and Technology for 12 attendees. On September 19th, we held the four hour SFST course in Columbia for 7 attendees.

- Funding was provided for campuses who wished to conduct DWI enforcement operations. Four campuses took advantage of the opportunity and had successful saturation activities.

START OUTCOMES

- Server space was provided for the Student Alcohol Responsibility Training (START) program.

- Conference calls took place on the PIP compuses to identify how they can better utilize the START training program among their students.

FUNDING:

AWARDED AMOUNT:

\$285,905.16

DISBURSED AMOUNT:

\$220,186.38

HS CONTACT:

Carrie Wolken

P.O. Box 270

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Jefferson City, MO 65102

1-800-800-2358

OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 79% in 2012—the 2013 usage rate is unavailable at this time. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (**every** time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It or Ticket* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Emphasis was placed on reaching the population of the general public with special emphasis on minorities.

Missouri's motorcycle safety program (administered by the Missouri Safety Center at University of Central Missouri) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective state rider education and training programs and encourages proper licensing for all motorcyclists. We will analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the benchmark.

OTHER OCCUPANT PROTECTION INITIATIVES

Due to the passage of a booster seat law in 2006, Missouri has continued to apply for and receive 2011(d) grant funding for the last seven years to further enhance child passenger safety efforts for low-income families. In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be taught how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training instructors. These instructors then train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. Established locations, dubbed "inspection stations" have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has a database of 35 instructors, 965 certified technicians, and 198 operational inspection stations throughout the state.

BENCHMARKS

Established	Result
<p>To increase statewide safety belt usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 81% by 2012 • 83% by 2013 • 85% by 2014 • 87% by 2015 <p>2012 statewide safety belt usage rate = 79%</p>	<p>In 2012, the statewide safety belt usage rate was 79%, unchanged from the previous year. *The 2013 final report for the usage rate is not yet completed.</p>
<p>To reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 376 by 2012 • 372 by 2013 • 369 by 2014 • 365 by 2015 <p>2011 unrestrained passenger vehicle occupant fatalities = 380</p>	<p>In 2011, there were 380 unrestrained passenger vehicle occupant fatalities. In 2012, there were 396, an increase of 4%.</p>
<p>To increase safety belt citations by 2 percent annually to:</p> <ul style="list-style-type: none"> • 36,319 by 2012 • 37,046 by 2013 • 37,786 by 2014 • 38,542 by 2015 <p>2011 safety belt citations (grant-funded enforcement and mobilizations) = 35,607</p>	<p>In 2011, there were 35,607 safety belt citations issued during grant-funded enforcement campaigns and mobilizations. In 2012, there were 32,064, a decrease of 10%.</p>
<p>To increase teen safety belt usage by 2 percent usage annually to:</p>	<p>In 2011, the teen safety belt usage rate was 67%. In 2012, the usage rate decreased by 1% to 66%. In 2013, the usage</p>

<ul style="list-style-type: none"> • 69% by 2012 • 71% by 2013 • 73% by 2014 • 75% by 2015 <p>2011 teen safety belt usage rate = 67%</p>	rate increased by 1% to 67%.
<p>To increase safety belt usage by commercial motor vehicle drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 83% by 2011 • 85% by 2012 • 87% by 2013 • 89% by 2014 • 91% by 2015 <p>2010 CMV driver usage rate = 81%</p>	In 2010, the CMV driver usage rate was 81%. In 2011, the usage rate increased to 81.5%, an increase of .5 %.
<p>To increase child safety seat usage by 1 percent annually to:</p> <ul style="list-style-type: none"> • 92% by 2010 • 93% by 2011 • 94% by 2012 • 95% by 2013 • 96% by 2014 • 97% by 2015 <p>2009 child safety seat usage rate = 91%</p>	In 2009, the observational survey indicated a child restraint usage rate of 91%. There is a survey scheduled to take place in the spring of 2014.
<p>To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 800-1,000 with representation in each of the seven <i>Blueprint</i> regional coalitions <p>Certified Technicians as of May 2012 - 879</p>	A data base of certified CPS technicians is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office. Currently there are 965 certified technicians in Missouri, an increase from the previous year.
<p>To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 30-40 with representation in each of the seven <i>Blueprint</i> regional coalitions <p>Certified Instructors as of May 2012 = 34</p>	A data base of certified CPS instructors is also maintained in the Highway Safety Office. There are currently 35 certified instructors around the state, a decrease from the previous year. However, there are several instructor candidates pending certification at this time.
<p>To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 125 – 200 with representation in each of the seven <i>blueprint</i> regional coalitions <p>Inspection stations in Missouri as of July 2012 - 196</p>	There are currently 198 inspection stations listed on the NHTSA website; a slight increase from the previous year.

Strategies-Child Passenger Safety

Identified	Implemented
Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use	Brochures detailing the benefits of using safety seats, booster seats and the proper installation of child safety seats are developed and/or updated as needed. These publications are promoted and provided to attendees at exhibits in which members of the OHS staff participate each year.
Maintain a state CPS Advisory Committee and implement their recommendations where appropriate	The Missouri CPS Advisory Committee meets each year to discuss goals and the objectives by which those goals will be met. Each Region in the state is represented by a CPS instructor/technician from his/her area. During the meeting held in August, the committee discussed the budget for 2014, recertification issues, and child safety seat orders. A pilot

	instructor development course was provided to the committee by Kansas CPS Coordinator, Norraine Wingfield, during the first day of the Summit. The next advisory meeting will be held in August of 2014.
Conduct four certified Child Passenger Safety Technician classes statewide	There were eight MoDOT-sponsored CPS courses held during this fiscal year. Over one hundred new CPS technicians became certified. Classes were held in Cape Girardeau, Jefferson City, Rolla, Kansas City and West Plains. Concentrated efforts were made during this fiscal year to focus on the Hispanic community. One of the CPS classes was held at El Puentes, a Hispanic outreach organization. As a result 8 individuals were certified, most of which spoke predominately Hispanic. Efforts will continue during the next fiscal year to reach as many Hispanic parents/caregivers as possible through special presentations, and by scheduling additional classes.
Certify an additional CPS Instructor each year	There are two CPS instructor candidates scheduled to be certified during the fiscal year.
Maintain a statewide computer list-serve of CPS technicians and instructors	A database of certified CPS technicians and instructors is made available to all State CPS Coordinators. In Missouri the list is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the HSO. The list is also forwarded to members that serve on the MO CPS Advisory Committee. Committee members maintain a regional database of technicians for communication purposes.
Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Traffic and Highway Safety Division	The Highway Safety CPS Coordinator receives requests from time to time for assistance in locating technicians to help with statewide check-up events and CPS Courses. When asked for assistance, the Coordinator will send out a statewide instructor email to help contact an instructor to fill in at CPS Courses. Requests for assistance at CPS events are forwarded to technicians in those respective areas.
Work with partners and with the media to garner support for annual CPS Week in September	Child Passenger Safety Week ran from September 15-21, 2013. A media contract covered expenses to develop an interactive infographic that was placed on the savemolives website. This infographic provided education to parents and caregivers about the importance of child restraint usage, Missouri law, instructions on how/where one could locate a safety seat inspection station on the local level, and other miscellaneous child safety related information. This infographic was also published as a poster and sent out to over 4,000 day care providers, Parents As Teachers organizations, Pre Schools, and Health Departments. The public may order a supply through the online ordering system.
Provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm)	This fiscal year over \$123,000 in 2011(d) funding was allocated for the purchase of child safety seats/booster seats for low income families and were distributed through Missouri inspection stations listed on the NHTSA website. Almost 4,000 child safety seats were provided to low income families.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws	Brochures relating to CPS are updated as needed and are available to order through the online ordering system at www.modot.org .

Strategies-Teen Passengers/Drivers

Identified	Implemented
Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by	The Youth Seat Belt Enforcement Campaign was conducted from March 15-31, 2013. Sixty-three LE agencies

the teen observational safety belt survey in March/April	participated and wrote 1207 seat belt citations. The Teen Safety Belt Survey was conducted between April 1 and April 29, 2013. A total of 36,553 observations were collected at 150 high schools statewide. Of the teenage drivers and passengers observed, 67.0% were wearing their safety belt.
Conduct Youth Safety Belt Enforcement media campaign c with press releases, radio spots, and materials targeting young drivers	Funding was used to create and distribute awareness advertisements, posters, web pages, billboards, ice chest wraps and gas pump toppers to display the messages of underage drinking, seat belt usage and distracted driving. The messages were also posted on many social networking sites and high internet traffic sites such as Facebook, Twitter, Instagram and Pandora.
Promote the <i>Never Say Never</i> and <i>Battle of the Belt</i> youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The “Never Say Never” teen seat belt message and “Zero Tolerance” underage drinking message continue to be used to relay messages to high-risk groups. Posters, videos and incentive items are also used to gain the attention of high-risk groups focusing on underage drinking and driving, seat belt use and distracted driving.
Develop youth safety belt public awareness materials with input from young drivers	Focus groups, social networking sites and other internet sites are used when developing new public awareness materials to determine what sites young drivers frequent and types of material that attracts the target group.
Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences & Reunion, Think First, and the Young Traffic Offenders Program	Team Spirit Conferences, Reunion and up to 4 one-day mini conferences continue to be implemented across the state reaching approximately 70 high schools annually. ThinkFirst continues to excel in safety education efforts reaching 21,389 Missouri students 3,650 Missouri employees through school and worksite/organization presentations, and 217 high-risk Missouri drivers through the Traffic Offenders Program. Other programs, such as Every 15 Minutes, DWI docudramas, Safe Communities programs, CHEERS and the Battle of the Belt competition continue to be promoted and conducted statewide with great success.

Strategies-General Occupant Protection

Identified	Implemented
Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)	The statewide safety belt survey was conducted June 3 – 16, 2013 utilizing the new methodology that was developed per new NHTSA guidelines. As of December 6, 2013, the survey results have not been finalized
Produce, promote and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time and air bag safety	Funding was allocated for printing of brochures designed to educate the public on traffic safety issues. Funding was also used for creative development of internet advertising.
Promote the <i>Saved by the Belt</i> survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience	The OHS continues to add to the database of survivors for the Saved by the Belt campaign. Information on the program is also available on the saveMOlives.com website.
Conduct annual <i>Click It or Ticket</i> selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the <i>Click It or Ticket</i> safety belt campaign message	The Click It or Ticket Enforcement Campaign ran from May 20 to June 2, 2013. 185 total law enforcement agencies participated and reported statistics to the Mobilization Reporting website. 8,912 total hours were worked, with 9,027 safety belt citations and 368 child passenger citations written. Statewide media supplemented the effort before and during campaign, along with individual agency press releases.
Compliment annual <i>Click It or Ticket</i> campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts, namely through press releases	Four quarterly Occupant Protection Enforcement Days were scheduled for FY2013. These were conducted on November 16, 2012, and February 22, April 15, and September 15-21, 2013. A total of 3,247 safety belt citations (211 warnings) and 185 child passenger citations (22 warnings) were issued during these campaigns, with an average of 81 agencies participating each campaign. Each agency was supplied with

	press releases and a statewide release was distributed for each campaign.
Conduct paid media efforts and work toward continual increases in earned media efforts	Paid media is utilized during Click It or Ticket, with unpaid advertising at both the statewide and local levels during the quarterly campaigns.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws	Efforts continued throughout current fiscal year to heighten awareness.
Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state	A total of 11 presentations were conducted throughout the State of Missouri in fiscal year 2012-2013, hosted either by individual departments or sponsored through various Police Academies throughout the state. A total of 159 participants were presented the training throughout the year, 4 more than were trained the previous year with 1 less presentation being conducted.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	Educational/motivational speakers at LETSAC included Gordon Graham and Bill Dampf, both of which were highly regarded. 329 officers received POST certified credit for attending the conference.

SCHOOL BUSES

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

School buses are not involved in a large number of traffic crashes in Missouri. Of all 2009-2011 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 84.7% of the school bus crashes, a school bus was directly involved in the crash and in 15.3% of the crashes, no school bus was directly involved but a school bus signal was involved.

Of the eight persons killed during 2009-2011 in crashes involving school buses, one was an actual occupant of the school bus and seven were some other person in the incident. Of the 88 persons seriously injured, 36 were occupants of the school bus, five were pedestrians and 47 were some other person in the incident.

BENCHMARKS

Established	Result
<p>To decrease by 2% the number of fatalities and serious injuries resulting from crashes involving school buses or school bus signals in comparison to the previous 3-year period to:</p> <ul style="list-style-type: none"> • 94 for the period 2010-2012 • 92 for the period 2011-2013 • 90 for the period 2012-2014 • 89 for the period 2013-2015 <p>2009-2011 fatalities and serious injuries occurring in crashes involving school buses or school bus signals = 96</p>	<p>During 2009-2011, there were 96 fatalities and serious injuries occurring in crashes involving school buses or school bus signals.</p> <p>During 2010-2012, there were 70, a decrease of 26 (27%).</p>

Strategies

Identified	Implemented
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Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force	Recommendations from the 2005 Governor's School Bus Task Force are considered by the current task force and supported and implemented when possible.
Continue to serve on any state school bus safety committees	A member of the Highway Safety staff continues to actively serve on the School Bus Task Force committee (a 30-member team) and attend the quarterly meetings on a regular basis. The charge of this committee is to provide support, training topics, and trainers for the Certified School Bus Driver Instructor Program. It provides connectivity between key stakeholders on the state and local level to promote the safe transportation of Missouri public school students.
Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones and sharing the road with school buses	A section of NHTSA's Child Passenger Safety course curriculum is dedicated solely to the safety of children who travel on school buses. Safety materials relating to school buses are available to the public through the online ordering system. Presentations are made to schools upon request.

PROJECT TITLE:

2013 CPS Summit

PROJECT NUMBER:

13-CR-05-003

PROGRAM AREA:

05

JURISDICTION SIZE:

36,556

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Statewide

AGENCY NAME:

Lincoln County Health Dept.

AGENCY CONTACT:

Ms. Lisa Sitler

PROJECT DESCRIPTION:

This funding will be used to finance the travel/hotel expenses for the Missouri CPS Advisory Committee. Attendance to the Annual CPS Summit will afford members (strategically placed around the state) to come together to discuss budget/plans for CPS programs in Missouri, including improvements/enhancements to the existing CPS programs.

PROBLEM IDENTIFICATION:

Due to passage of Booster Seat legislation in 2006, the MO CPS Advisory Committee was organized to aid in the continuity of CPS efforts with regard to best practices. The committee assists to collect more specific data in the various regions of the state, and share information that will enhance the effort to reduce child injury and fatalities in Missouri.

The Committee meets on an annual basis so members can discuss enhancements to existing CPS programs in Missouri, and a budget/plan for coming fiscal year.

Travel and expenses for this summit are not allowed under the 2011(d) grant, therefore, the instructors/members who serve on this advisory committee need this alternate funding source in order to gather for this important conference.

GOALS AND OBJECTIVES:

To fund travel/hotel expenses for CPS Advisory Committee members to attend the annual CPS Summit

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory

justification is provided.

RESULTS:

The MO CPS Advisory Committee met during its Annual CPS Summit on August 1-3, 2013. An Instructor Development Course was held for committee members with Norraine Wingfield (from the State of Kansas) providing the training for all 13 Committee members on the first day of the Summit. The second day of the meeting members provided a summary of activities in each of their regions around the state.

Budget--CPS Coordinator Pam Hoelscher reported there were several CPS grants managed in FY13. A CPS Enforcement Mobilization was held during National CPS Week. Due to budgetary limitations no CPS Survey was held, however, one is currently scheduled to take place during FY 2014 in the spring.

The Tween Safety Program was also successful. Member Jo Sitton from the SW Region manages that program and provided a report of those activities. The Kansas City area is in the beginning stages of implementation for a Tween Safety program in that area.

Other committee members reported on activities in their areas. It was agreed that another CPS Summit be scheduled during the next fiscal year.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$8,000.00	\$7,343.52

HS CONTACT:

Pam Hoelscher
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

CPS Week Enforcement

PROJECT NUMBER:

13-K3-05-003

PROGRAM AREA:

05

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Through this grant the Missouri Safety Center will help encourage law enforcement agencies to participate in the State's child passenger safety seat enforcement special mobilization efforts to increase the awareness and compliance of child safety seat usage by all Missouri drivers and passengers. This will be accomplished through sub-award grants to law enforcement agencies, selected by the THSD, making available overtime funds to encourage law enforcement agencies to increase their child passenger safety seat enforcement during the national child passenger safety week in September. Additional agencies may be added or removed based on available funds and guidance from the Traffic and Highway Safety Division of MoDOT.

Personnel: The Missouri Safety Center will provide one full-time Support Staff, Office Professional at 20% of total salary and fringe at \$7,083.90 (*match = \$7,083.89 plus additional grant contributions of \$21,251.70 [3 additional Enforcement grants]) to meet the goals and objectives of this grant. Upon receipt of the Traffic and Highway Safety Division at MoDOT enforcement database which includes the identified law enforcement agencies and their individual funding amounts, a pre-post news release and the enforcement informational letter with the established deadlines for submission, the Missouri Safety Center will:

- E-mail invitations and sub-award grant contracts to all designated agencies,
- Either by phone or electronically make a minimum of two contacts to those agencies that did not respond by the established deadline and determine their participation status, and inform Traffic and Highway Safety Division representative,
- E-mail the participation and informational documents to law enforcement agencies upon receipt of their signed contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agency Manpower Report Form indicating the number of officers and hours worked for reimbursement,
- Receive, upon completion of the enforcement effort, departmental documentation for verification of officer(s) overtime payment,
- Make, as needed, additional contacts to those agencies that have not submitted their Manpower Report Form by the established deadline,
- Verify the participating agency has submitted their Enforcement Statistics Reports via the Traffic and Highway Safety Division Online Mobilization Reporting system,
- Verify the Manpower Report Form and requested reimbursement amounts are accurate and within the contract specifications, approve, and process for payment,
- Submit a report and reimbursement voucher to the Traffic and Highway Safety Division at MoDOT upon completion of the enforcement effort,
- Submit back to Traffic and Highway Safety the updated databases.

PROBLEM IDENTIFICATION:

While Missouri continues to promote the use of seat belts, particular attention should be paid to increasing the use of restraint devices for transporting young children. According to the National Highway Traffic Safety Administration (NHTSA), approximately 7,500 lives have been saved by the proper use of child restraints during the past 20 years. Yet, motor vehicle crashes still remain the number one killer of children ages 4 to 14 in America. Too often it is the improper or non-use of child safety seats and booster seats.

In 2008-2010, 19 children under the age of 4 were killed in a motor vehicle; 26.3% were not using any type of restraint device

(in known cases). Another 111 were seriously injured. In known cases, 12.6% were not in any restraint device and 6.3% were in an adult seat belt.

In 2008-2010, 13 children, 4 through 7 years of age, were killed in a motor vehicle; in known cases, 46.2% were not using any type of restraint device. Another 191 children within this age group were seriously injured - 25.1% were not secured in any type of restraint device, 33.0% were in a child restraint, and 30.9% were in an adult seat belt.

Missouri continues to make progress, through public information and enforcement efforts, to increase the proper use of occupant restraint devices. The child safety seat usage rate continues to increase slowly, however, more effort is needed in the area of enforcement by also focusing specifically on child passenger safety.

GOALS AND OBJECTIVES:

Goal:

The goal of this project is to encourage law enforcement partners to increase participation in the State's occupant protection enforcement mobilization efforts during the September national child passenger safety week.

Objective:

During this grant period the Missouri Safety Center will provide targeted law enforcement agencies with the resources to pay full, part-time and reserve officers overtime for child safety seat / occupant protection enforcement in targeted locations to increase the awareness and compliance of child passenger safety seat usage by all Missouri drivers during the national child passenger safety week. These resources will be in the form of sub-award grants to law enforcement agencies depending on need and demand as established by the Traffic and Highway Safety Division (THSD) of MoDOT.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The following data are the results of this enforcement effort: held during Child Passenger Safety (CPS) Week, Sept. 15 - 21, 2013

Total agencies responded (out of 138) = 82 (59%)
Total agencies participating (out of 138) = 55 (40%)
Total paid = \$34,934.17
Total hours = 1,054.93
Total officers = 195

The mobilization report with more details is attached to this report.

FUNDING:**AWARDED AMOUNT:**

\$75,000.00

DISBURSED AMOUNT:

\$5,823.98

HS CONTACT:

Pam Hoelscher

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1-800-800-2358



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Child Passenger Safety Enforcement Mobilization 2013 (63 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
42	26	278	103	33	52	1116	229	1882	914	94	2	3

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
0	0	0	437	609	8	38	1	64	862	3105	4987

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
4644	1587	1	15	9	34	0	8	4	8	6

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
3	1	20	0	5	5	23	76	37	7	6	409	323	881

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
71	2	0	0	0	0	0	0	59	452	595	1476

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
7	39	0	3	2

Total number of records submitted: 65

PROJECT TITLE:

CIOT Enforcement

PROJECT NUMBER:

13-OP-05-003

PROGRAM AREA:

05

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Through this grant the Missouri Safety Center will help encourage law enforcement agencies to participate in the State's occupant protection enforcement and special mobilization efforts to increase the awareness and compliance of seat belt usage by all Missouri drivers. This will be accomplished through sub-award grants to law enforcement agencies, selected by the THSD, making available overtime funds to encourage law enforcement agencies to increase their occupant protection enforcement during the May and June national Click It or Ticket (CIOT) campaign. Additional agencies may be added or removed based on available funds and guidance from the Traffic and Highway Safety Division - MoDOT.

Personnel: The Missouri Safety Center provided one full-time Support Staff, Office Professional at 20% of total salary and fringe to meet the goals and objectives of this grant. Upon receipt of the Traffic and Highway Safety Division at MoDOT enforcement database which includes the identified law enforcement agencies and their individual funding amounts, a pre-post news release and the enforcement informational letter with the established deadlines for submission, the Missouri Safety Center will:

- E-mail invitations and sub-award grant contracts to all designated agencies,
- Either by phone or electronically make a minimum of two contacts to those agencies that did not respond by the established deadline and determine their participation status, and inform Traffic and Highway Safety Division representative,
- E-mail the participation and informational documents to law enforcement agencies upon receipt of their signed contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agency Manpower Report Form indicating the number of officers and hours worked for reimbursement,
- Receive, upon completion of the enforcement effort, departmental documentation for verification of officer(s) overtime payment,
- Make, as needed, additional contacts to those agencies that have not submitted their Manpower Report Form by the established deadline,
- Verify the participating agency has submitted their Enforcement Statistics Reports via the Traffic and Highway Safety Division Online Mobilization Reporting system,
- Verify the Manpower Report Form and requested reimbursement amounts are accurate and within the contract specifications, approve, and process for payment,
- Submit a report and reimbursement voucher to the Traffic and Highway Safety Division at MoDOT upon completion of the enforcement effort,
- Submit back to Traffic and Highway Safety the updated databases.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install seat belts in their vehicles, so the vast majority of vehicles on the roads today have these types of safety devices installed. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2008-2010, in all probability, had a seat belt available for use. A substantial number of occupants killed in 2008-2010 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. In fatal crashes where seat belt usage was known, 68.2% of the people who died were not buckled up. Of those seriously injured, 36.4% were not belted. Conversely, of those not injured, 736,573 were wearing a seat belt.

Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2008-2010 crashes, 1 in 2 was injured when they failed to wear their seat belt, however, when they were wearing a seat belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.9 chance of being killed if they were not wearing a seat belt; but that chance dropped dramatically to only 1 in 1,376 if the driver was wearing a seat belt.

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 93.0% were not wearing seat belts and of those partially ejected, 85.4% were not belted. Of the occupants not ejected from their vehicles, 48.6% failed to wear their seat belts. In known cases of those occupants seriously injured who were totally ejected from the vehicle, 92.6% were not wearing seat belts and of those partially ejected, 74.1% were not belted. Of the occupants not ejected from their vehicles, 27.5% failed to wear their seat belts.

Missouri continues to make progress, through public information and enforcement efforts, to increase the use of seat belts, however; more effort is needed in the area of enforcement during the national Click It or Ticket campaign.

GOALS AND OBJECTIVES:

Goal:

The goal of this project is to encourage increased participation by law enforcement partners in the State's occupant protection enforcement and special mobilization efforts during the national Click It or Ticket (CIOT) campaign.

Objective:

During this grant period the Missouri Safety Center will provide targeted law enforcement agencies with the resources to pay full, part-time and reserve officers overtime for occupant protection enforcement in targeted locations to increase the awareness and compliance of seat belt usage by all Missouri drivers during the national Click It or Ticket campaign. These resources will be in the form of sub-award grants to law enforcement identified by the Traffic and Highway Safety Division of MoDOT

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During this grant period the Missouri Safety Center provided targeted law enforcement agencies with the resources to pay full, part-time and reserve officers overtime for occupant protection enforcement in targeted locations to increase the awareness and compliance of seat belt usage by all Missouri drivers during the national Click It or Ticket campaign. These resources were in the form of sub-award grants to law enforcement identified by the Traffic and Highway Safety Division of MoDOT.

The following data are the results of this enforcement effort: • Click It or Ticket Enforcement, May 20 - June 2, 2013:

Total agencies responded (out of 138) = 118 (86%)

Total agencies participating (out of 138) = 77 (56%)

Total paid = \$84,393.96

Total hours = 2673.76

Total officers = 374

See attached Enforcement Activity Report for total statistics reported for the 2013 Click It or Ticket Campaign.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$188,000.00	\$91,911.21

HS CONTACT:

Scott Jones

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Jefferson City, MO 65102

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2013 Click It or Ticket Campaign (178 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
193	101	690	421	155	141	6268	989	8995	8787	352	46	32

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
2	0	7	1329	2993	85	194	4	242	3380	17411	26406

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
17195	9011	6	109	29	201	10	60	38	20	16

Ad Radio	Ad TV	Ad News	Ad Press	Print Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
11	11	70	4	26	20	80	369	48	50	2486	2538	5734

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
287	17	2	2	0	0	1	7	156	2179	2678	8412

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
30	144	53	37	5

Total number of records submitted: 186

MoDOT Highway Safety Division, Phone: 800-800-BELT

PROJECT TITLE:

Statewide Seat Belt Survey

PROJECT NUMBER:

13-OP-05-006

PROGRAM AREA:

05

JURISDICTION SIZE:

6,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center proposes to conduct a statewide seat belt survey between June 3 and June 14, 2013. The 2013 survey will be developed and conducted with an underlying rationale based upon the Uniform Criteria For State Observational Surveys of Seat Belt Use published in the Federal Register (vol. 76, no. 63, Friday, April 1, 2011, pp 18056 -18059) by the National Traffic Safety Administration of the U. S. Department of Transportation. "The sampling frame from which observations sites are selected shall include counties that account for at least 85 percent of the State's passenger vehicle occupant fatalities..." (Federal Register, op. cit.). While in compliance with the subsequent Final Rule (effective May 2, 2011), it is intended that this survey will utilize a stratified multistage sampling plan which will build upon the strengths of the current Missouri Seat Belt Usage Survey and expand its output to include seat belt usage rates for each of Missouri's seven Missouri Department of Transportation (MoDOT) Regions.

Personnel: The Missouri Safety Center will provide one full-time Professional Staff, LaGena Spence, at 40% of total salary and fringe to manage this survey project and complete the following:

- Schedule and conduct methodology meetings with the project team, including the use of statistical consultants, to compare current methodology to the new NHTSA revisions for possible changes resulting in an additional expense to the grant. If methodology revisions require additional observations it may be necessary to employee more observers at an additional expense to the grant.
- Data collector and Quality Control (QC) monitor training will be conducted regionally prior to the June observational survey.
- QC monitor will be given additional training focusing on their specific duties. These include conducting random and unannounced site visits to no less than five percent of the observation sites. Each QC monitor will be given a minimum number of sites they must monitor.
- Be conducted as a continuation of efforts to ensure proper emphasis on road types through statistically weighting to enable daily vehicle miles to become an equalizing factor.
- Upon completion of the survey, all data will be collected and analyzed and a final report will be issued to the Traffic and Highway Safety Division - MoDOT.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. A substantial number of occupants killed in 2008-2010 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. In fatal crashes where seat belt usage was known, 68.2% of the people who died were not buckled up. Of those seriously injured, 36.4% were not belted. Conversely, of those not injured, 736,573 were wearing a seat belt.

Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2008-2010 crashes, 1 in 2 was injured when they failed to wear their seat belt, however, when they were wearing a seat belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.9 chance of being killed if they were not wearing a seat belt; but that chance dropped dramatically to only 1 in 1,376 if the driver was wearing a seat belt.

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and

being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 93.0% were not wearing seat belts and of those partially ejected, 85.4% were not belted. Of the occupants not ejected from their vehicles, 48.6% failed to wear their seat belts. In known cases of those occupants seriously injured who were totally ejected from the vehicle, 92.6% were not wearing seat belts and of those partially ejected, 74.1% were not belted. Of the occupants not ejected from their vehicles, 27.5% failed to wear their seat belts.

A need exists to assist the Traffic and Highway Safety Division of MoDOT to continue to observe, analyze and report a statewide seat belt usage rate for 2013.

GOALS AND OBJECTIVES:

Goal:

To establish a NHTSA- recognized Missouri statewide seat belt usage rate for 2013, through a statewide seat belt observational survey.

Objectives:

During this grant period the Missouri Safety Center will conduct a statewide seat belt survey between June 3 and June 14, 2013. Upon completion of the survey, all data will be collected and analyzed and a final report will be issued to the Traffic and Highway Safety Division - MoDOT.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The 2013 results of Missouri's annual state-wide seat belt use survey have not been fully determined as the data is being re-evaluated (November 27, 2013).

The National Highway Traffic Administration (NHTSA) issued a new Uniform Criteria for State Observational Surveys of Seat Belt Use, with the Final Rule being published in the Federal Register (Vol. 76, No. 63, Friday, April 1, 2011, Rules and Regulations, pp. 18042 - 10859). The Uniform Criteria was revised in an effort to standardize the requirements for the state-wide observing and reporting of seat belt use for drivers and right front-seat passengers. The new requirements contain numerous important changes to include: county selection based upon fatality-based exclusion criterion rather than the population-based criterion of the past, the use of a weighted calculation based upon several factors, a change in the standard error from five percent to 2.5 percent, and the involvement of a qualified statistician in the sampling design and annual reporting aspects of the survey. Missouri's methodology was approved by NHTSA March 29, 2013.

The principal objective of the annual state-wide seat belt use survey is to establish a seat belt usage rate of drivers and right front-seat passengers from which strategies targeting educational and enforcement occupant protection programs can be developed. Missouri's sampling plan addresses both the need for a state-wide seat belt usage rate (required by NHTSA) and a usage rate for each of the seven Missouri Department of Transportation (MoDOT) Districts. A regional coalition consisting of traffic safety experts exists within each of the seven MoDOT District's and is tasked with the development of a regionally

based strategy to reduce crash-related fatalities. The ability to provide each regional coalition with a district seat belt use estimate would be helpful in the establishment of programs to improve seat belt use.

Missouri's observational survey of seat belt usage took place June 3rd through June 19th, 2013. The Traffic and Highway Safety Division of MoDOT contracted with the Missouri Safety Center located at the University of Central Missouri to help develop, implement, and analyze the 2013 observational survey with the statistical expertise being provided by Dr. Donald N. Nimmer, Director Emeritus of Institutional Research at the University of Central Missouri.

A total of 47 observers were hired and trained by the Missouri Safety Center. All but four of the observers were experienced data collectors who had conducted seat belt observations in past surveys. The four newly hired surveyors received additional and individual training from the Missouri Safety Center.

All data collectors (observers) and quality control monitors were trained in the appropriate procedures of Missouri's survey. Data collection protocols, scheduling, site locations, field protocols and reporting requirements were all topics covered during the training. Additionally, observers were instructed on how to proceed in conditions of bad weather or temporary traffic impediments, as well as, if an observation site needed to be abandoned due to construction activities, safety concerns, or some other legitimate reason.

The Quality Control (QC) Monitors were given additional training that focused on their specific duties. These duties included verifying that the observers were at the appropriate observation site during the assigned time, ensuring that the observers were following field protocol and offering assistance if needed. Five quality control monitors were utilized to conduct random unannounced visits to 84 of the total 560 observation sites. This represents a 15 percent monitoring rate which is well above the 5 percent rate required by NHTSA.

FUNDING:**AWARDED AMOUNT:****DISBURSED AMOUNT:**

\$159,755.08

\$146,964.70

HS CONTACT:

Scott Jones

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

CPS (2011)(d)

PROJECT NUMBER:

13-K3-05-001

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Funding will cover the costs of CPS training and supplies (including child safety seats and booster seats), printing, and travel expenses relating to child passenger safety education. In addition, a supply of child safety seats will be provided to Inspection Stations listed on the NHTSA website (that also follow guidelines as set forth by the Missouri CPS Advisory Committee). Law Enforcement overtime and Media expenses will be covered under a separate 2011(d) grant.

Note: Missouri has been awarded Section 2011(d) grant funding every year since 2006 when it qualified for the funding. Staff will continue to make application if funding is available during the coming fiscal year.

PROBLEM IDENTIFICATION:

Motor vehicle crashes remain the leading cause of unintentional injury-related deaths among children under the age of 16 years in Missouri. In 2010, 17 fatalities, and 100 reported disabling injuries to children under age 8 were due to motor vehicle crashes in Missouri. Many of the injuries and fatalities occur when children ride unrestrained or are improperly restrained. It is estimated that 73 percent of children nationwide who are placed in child safety seats are improperly restrained.

Lack of funds to purchase child safety seats and booster seats contributes to lower usage rates among low-income families. However, research shows that 95 percent of low-income families who own a child safety seat use it. Improving access to affordable child restraint systems and educating parents or care-givers about proper installation and use are key components to increase use rates in these socio-economic groups.

GOALS AND OBJECTIVES:

Goal:

Expand efforts to reduce the total number of fatalities and serious injuries to children ages birth to eight.

Objectives:

- Support 6 CPS classes this fiscal year
- Distribute 100,000 brochures on the proper installation and use of child safety seats
- Distribute 6000 car seats/booster seats to low income families
- Participate in statewide CPS enforcement/education campaign

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Brochures detailing the benefits of using safety seats, boosters seats and the proper installation of child safety seats are developed and/or updated as needed. These publications are promoted and provided to attendees at exhibits in which members of the OHS staff participate each year.

There were 8 MoDOT-sponsored CPS courses held during this fiscal year. Over one hundred new CPS technicians became certified. The certification classes were held in Cape Girardeau, Jefferson City, Rolla, Kansas City and West Plains. In addition, law enforcement officers completed the Operation Kids for Law Enforcement 1-day informational course held in St. Joseph MO and in Branson MO. Funding also provided over 2,700 child safety seats to over 100 inspection stations for distribution to low income families during the fiscal year.

Efforts were made this year to focus on the hispanic community regarding the importance of using child restraints. One of the CPS classes held was located at El Puentes, a hispanic outreach organization. There were 8 individuals trained, most of whom spoke predominately hispanic. Efforts will continue during the next fiscal year to reach as many hispanic parents as possible through special presentations, and by scheduling additional classes.

In the Spring of the year, approximately 2,700 child safety seats were provided to approximately 150 inspection stations statewide.

Media buys and CPS Week Enforcement Mobilizations are also sponsored with the 2011(d) funding. Those projects are covered under 2 other separate reports and are included in this 2013 Annual Report.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$213,806.00	\$163,549.95

HS CONTACT:

Pam Hoelscher
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

CPS Activities

PROJECT NUMBER:

13-CR-05-001

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Fewer children will be injured or killed in motor vehicle crashes every year by ensuring that parents and care-givers are provided with accurate information about the correct installation and proper use of child restraints.

In an effort to provide consistency among CPS Instructors, this funding may also be used to finance the travel expenses for two members of the Missouri CPS Advisory Committee (who are required to hold instructor certification) to a CPS related Conference where they can obtain technical updates. Attendance at a CPS related conference will also afford them the opportunity to network with other instructors/technicians as well as other safety professionals from other states so they can bring back valuable information that will be shared with CPS communities around the state.

In addition, this funding may be used to purchase child safety seats and other necessary expenses for exhibits not allowable under the 2011(d) grant funding, such as t-shirts or other incentives with safety messages.

PROBLEM IDENTIFICATION:

Motor vehicle crashes are the leading cause of death for children ages 2-14. More than 90% of child restraints are estimated to be used incorrectly in Missouri. Many children age 14 and under ride in the wrong restraint type for their age and size. Sometimes manufacturer's instructions are difficult to understand. Therefore, parents or care-givers may need assistance in understanding the procedures for correct installation of child safety seats.

It is imperative that instructors stay abreast of the most current technology regarding child passenger safety issues so the information may be passed on to the public through certified child passenger safety technicians. Travel and expenses for Missouri CPS Instructors are not allowed under the 2011(d) grant, therefore, some instructors who serve on the MO CPS Advisory Committee are not able to attend the Annual Lifesavers Conference or other CPS-related conferences or meetings, during which new technology or other CPS updates regarding child safety seats are offered.

GOALS AND OBJECTIVES:

To provide funding for expenses for CPS professionals which are not authorized under 2011(d) funding.

Objectives:

- Fund expenses for state or national CPS Conferences/Meetings/Trainings
- Purchase child safety seats for exhibits, etc.
- Other purchases relating to CPS activities not authorized under 2011(d) funding

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*

5. Accomplishing the Objectives* established to meet the project Goals, such as:
- Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

This grant funding has been used to cover travel expenses for the MO CPS Advisory Committee to attend the Annual CPS Summit in August and the 2013 CPS Regional Conference held in September of 2013, in Council Bluffs Iowa. With this funding a Committee member was also able to attend the annual Kids In Motion Conference where she took the opportunity to discuss issues/concerns with car seat manufacturers involving the newest child safety seats on the market. She shared this information with other Committee members during the Annual CPS Summit.

This funding is imperative as it is the only option for some MO CPS Advisory Committee members to be able to travel to and attend these valuable child passenger safety conferences.

A few car seats used for training purposes were also purchased.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	\$3,000.00	\$2,489.55

HS CONTACT:

Pam Hoelscher
P.O. Box 270
830 MoDOT Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

CPS/Traffic Safety

PROJECT NUMBER:

13-OP-05-009

PROGRAM AREA:

05

JURISDICTION SIZE:

47,484

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Chesterfield Police Dept.

AGENCY CONTACT:

Officer Paul Powers

PROJECT DESCRIPTION:**Objective #1**

Assign a full-time (certified) police officer as Traffic Safety Education Officer. This officer will be assigned to the Community Affairs division and shall devote his efforts to parent/driver behavior education with emphasis on Child Passenger Safety in an effort to increase public education and information on this traffic safety issue in line with the Missouri Blueprint for Safer Roadways.

Objective #2

Contact and enter into agreements with employers to provide this traffic safety program to their staff. Employers must be willing, supportive and partner with the Chesterfield Police Department in the traffic safety initiative.

Objective #3

A. Implement and conduct various traffic safety projects to address this traffic safety issue.

B. Conduct at least two child-seat check-ups (installation materials required) and participate in NHTSA and Missouri Highway Safety child-seat initiatives. Promote and conduct training in this field, especially with other community partners.

C. Partner with Safekids to promote child restraint programs.

D. Conduct training in fields of Child Passenger Safety, Child Seat familiarization, to increase the capabilities of law enforcement personnel and other community educators.

E. Participate in the nationally recognized "Safety Town" program that provides injury and accident prevention, as well as road safety lessons, for young school aged children.

The scope of this grant will go well beyond the traditional educational focus. The above listed approaches will allow this agency to more thoroughly address the awareness and education of the target groups concerning child passenger safety issues. Elements of occupant protection, educational and special projects will be accomplished through a wide and varied effort of this project.

The City of Chesterfield deems it necessary to continue devoting a full time officer to this innovative and non-traditional role. Traffic safety awareness that will ultimately reduce the injury and fatality rate of our motorist and occupants is a high priority with this governmental body. But in order to facilitate and staff this initiative, funding from outside sources is required. The funding of this position and the items needed to perform the task within it would benefit not only the citizens of the City of Chesterfield, but all Missourians and any others that travel our highways.

PROBLEM IDENTIFICATION:

The City of Chesterfield has over 400 city and county streets and roadways as well as having lettered highways, two numbered highways (Mo 141 and Mo 340), and a major interstate highway(I-64 (US40/64)) that bisects the city east and west for over nine miles. These roadways create a travel nexus for the entire west metropolitan area. All of these streets,

roadways, and highways, and the vehicles that travel on them, create problems that require attention in the critical crash and violation categories of driver inattention and speed, child occupant protection, and education of the at-risk categories.

The City has a large commercial and private business workforce as well. The fact that 2.7 million citizens make up the workforce in Missouri, and motor vehicles accidents are the leading cause of deaths in the workplace, there exists a need to address traffic safety issues in the workplace and the travel of employees to and from their place of employment.

The City also has an extensive population of children, teens, parents, and care-givers who require assistance in the child and occupant protection systems that would reduce the child and occupant traffic crash mortality and injury rate.

The City has twenty eight pre-school, elementary, middle, high school, and advanced education facilities within its city limits. These facilities require transportation to and from for its participants. This group would benefit from occupant and child occupant protection strategies and education.

Chesterfield is a moderately sized suburban community located at the far west end of St Louis County on the banks of the Missouri River. It is bordered by the municipalities of Creve Coeur, Maryland Heights, and Town and Country to the north and east; Ballwin, Ellisville, and Wildwood to the south; and St Charles County to the west. The City of Chesterfield encompasses over 32 square miles. The residents population is approximately 47,484. Tens of thousands more people travel to the community for the vast array of educational, religious, recreational, and business opportunities located within the city. There is one university, two major high schools (with one more just outside the city limits), two middle schools, fourteen elementary schools, over 10 pre-schools, forty houses of worship, and over 1500 commercial businesses with over 24,000 employees. The city also contains one major hospital, two large shopping districts and a regional airport. Although the City of Chesterfield could stand alone in the number and quality of services provided, it is still a large part of the St Louis Metropolitan area of over two million people, which draws heavily from the resources that are offered in the City of Chesterfield. Due to the fact that all this activity takes place in the City of Chesterfield, and the City of Chesterfield is at the center of one of the largest and still growing suburban areas in the state, transportation is a primary factor within the community and throughout the state.

The problem is occurring at all times of night and day. From 2009 to 2011 the City of Chesterfield was 15th among all Missouri cities in the number of traffic crashes. Eleventh in speed-related crashes, and 12th in drivers under 21 speed-related crashes. The City of Chesterfield was 17th in the total number of drinking-involved crashes, 10.5th (tied with 3 other agencies) in the number of over 65 drinking-related crashes, and 17th in under 21 drinking-related crashes.

Although the rankings do show improvement in some areas from the 2008-2010 rankings, the trend of the at risk groups of drivers is a continuing concern, as is the major disabling injury-related crash data.

The plan for this grant is to address the "3 E's" of traffic safety (enforcement, education, and engineering) via a comprehensive information program. Educational opportunities will be presented to increase knowledge of not only the general targeted population, but also the numerous public service members that contact the community through enforcement and engineering concerns. Our plan is to positively impact the number and the severity of potential injury and death related crashes by serving the public with projects that heighten awareness, their knowledge, affect their attitudes and help increase the effectiveness of enforcement.

GOALS AND OBJECTIVES:

1. Decrease total crashes by 2% over baseline data.
2. Decrease fatal and serious injury crashes by 2% over baseline data.
3. Other- Conduct 20 business and/or community presentations, conduct at least two child restraint checks, conduct/assist with training in the Occupant Protection fields for this community, other local communities, and communities across the state.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During the period 10/01/2012 to 09/30/2013 the following activities were performed:

-- Corporate/Business Contacts: Presented 9 businesses the "Workforce Traffic Safety Initiative" lecture (a classroom lecture concerning the benefits of safe and defensive driving, enforcing good driving habits, and proper seatbelt and car seat usage). Approximately 145 employees were reached. Participated in 4 company safety fairs contacting over 1000 people and provided information about driving safety including proper seatbelt usage, passenger safety including proper seatbelt and car seat usage, pedestrian safety and bicycle safety.

-- Community Groups: Conducted 2 High School presentations on driver safety, drinking and driving, and seatbelt usage. 15 Elementary talks on occupant safety and correct car seat usage.

-- Child Car Seat Checkpoints. Conducted 5 child car seat checkpoints in the area for corporate, community and civic groups providing child passenger safety information and conducting child car seat inspections.

--Child Car Seat Appointments: Made appointments at the police station for any local and surrounding area residents in need of child restraint education. 187 car seats were checked, and 23 car seats were provided to low income families

-- Safety Belt Checks: Conducted seat belt checks at both area high schools and 5 area elementary schools called Operation Reward. The programs monitors exiting traffic and the seat belted occupants received a tootsie pop. Over 1700 students were contacted.

-- Safety Town: This officer was assigned as the coordinator and one of the instructors for this nationally recognized program. Participants ranging in age from four to six years old attended one of six two week programs where they were taught various aspects of safety, including child passenger safety, through classroom and practical exercise. This program had 196 participants

-- Instruction/Teaching: The following courses were taught on the indicated topics:

- (2) CPS Technicians Update class
- (4) NHTSA CPS technician's certification classes at various locations
- (3) Public education on Child Passenger Safety (Family Services, MoDOT,)
- (7) Driver Safety Presentation
- (2) Presentations on CPS Awareness for Law Enforcement

-- Miscellaneous: Attended SafeKids STL monthly meetings, and St Louis Regional Traffic Safety Council monthly meetings.

-- As expected, a wide variety of traffic safety educational and community projects have allowed a large segment of the regional population the opportunity to benefit from the information provided as well as getting new educators trained to continue the traffic safety message. We have expanded our community projects and advocacy outreaches throughout the year. We remain dedicated and involved with our partnerships with other strong safety groups such as MoDOT/ Division of Highway Safety, SafeKidsStL , AARP, and LETSAC in order to maximize our ability to reach as much of our community as possible in an effort to decrease traffic fatalities and injuries through education and awareness.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$28,261.92	\$28,135.36

HS CONTACT:

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

ENGINEERING SERVICES

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identified engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements these components—without the timely collection of statistics, none of the countermeasures would be complete.

BENCHMARKS

Established	Result
To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures In 2009, local law enforcement agencies began electronically submitting crash reports through LETS	In 2013, there were five (5) LETS training courses conducted. A total of five (5) webinars were also conducted to instruct law enforcement agencies in their implementation of LETS. A one hour webinar was recorded for reuse and reference for LETS administrators. In total nineteen (19) law enforcement agencies took advantage of the training provided.
To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures Conduct one road safety audit with law enforcement	Agencies are capable of electronically filing their crash reports into the Missouri State Accident Reporting System (STARS). MSHP Traffic Records Division personnel completed 8 STARS Accident Report/ Classification Training sessions to 95 representatives from 57 local law enforcement agencies. These seminars were held at Jefferson City, Lee's Summit, Poplar Bluff, Springfield, St. Joseph, and Weldon Spring.
Provide consultant assistance to local communities for traffic engineering assessments	A total of 18 traffic engineering projects were funded through the grant this fiscal year. Those consultant services were provided on projects in Grandview, Pleasant Hill, Maryland Heights, Farmington, St. Peters, Rock Hill, Wildwood, and University City.
Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints)	In May 2013, the state of Missouri held its annual Traffic and Safety Conference. Over 175 participants attended this year's conference that covered various safety and traffic topics. Many of the speakers came from locations across the United States to demonstrate their knowledge of exciting subjects that ranged from High Friction Surface Treatments to alcohol prevention. Also three separate workshops are held to train individuals during the annual conference on various subjects. One of the workshops involved training individuals on conducting Road Safety Assessments (RSA) and actually included an assessment on three local roads. The 2013 conference received many positive remarks documented on the evaluation forms.
Provide an effective, efficient software system for capturing local law enforcement crash data	The local law enforcement agencies utilizing LETS are able to pull their crash data from the LETS system.
Provide an effective, efficient Web-based highway safety grants management system	Efforts continue to enhance the Web-based highway safety grants management system. Current discussion is moving toward a paperless system eventually.

Strategies

Identified	Implemented
Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance	The total number of motor vehicle accident reports encoded into STARS was 123,858 compared to 131,807 reports encoded for the period October 1, 2011, through September 30, 2012. Traffic Records Division personnel worked 2,109 overtime hours processing 38,424 accident reports. A total of 800 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. A total of 789 kits were distributed when division personnel attend the fall and spring coroner training.
Provide expertise and funding to assure communities are in	This was accomplished through the BEAP and TEAP

compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	projects funded through MoDOT.
Provide training to assure state and local engineers are kept abreast of current technology	This was accomplished through projects funded by contracting with MoDOT to support the Statewide Traffic Safety Conference.
Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS	LETS training was performed at the REJIS St Louis location and Kansas City Police Academy on five (5) separate dates during 2013. A total of nineteen (19) LETS agencies were trained.
Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan	THSD serve as members and facilitators on the TRCC Committee. THSD provides crucial data and contact information for completion of the strategic plan.
Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes	Merged records are generated for analytic purposes. The recommendations made by the Traffic Records Assessment Team are continually reviewed and implemented when possible.
Implement recommendations of the 2011 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 implementing guidelines)	The Traffic Records Coordinating Committee reviews guidelines and continues to consider and include recommendations from the 2011 Assessment.
Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs	The THSD worked the MSHP statistical analysis center to provide updated information on the MSHP web site. Crash data is made available to cities and counties needing to develop highway safety countermeasure projects.
Promote use of the online law enforcement mobilization reporting system	The online law enforcement mobilization reported system continues to be very effective. Reports can be generated from the information entered by law enforcement agencies into the system. This reporting system is promoted during grant workshops, conferences, and visits with the agencies.
Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards. This includes redevelopment of the crash report form to allow for capture of additional data elements as recommended by the review process and statewide implementation of the form	The MSHP has revised the crash report to include the necessary MMUCC guidelines. The MSHP is using the revised report and has issued local agencies the revised report so that all agencies in the state will be completing the same crash report. The new reports crash reports were fully implemented in January 2012.
Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety Office, REJIS, and MoDOT's Information Technology division	The GMS is continually updated/enhanced as needed. The most recent rewrite was completed and was made available for the processing of the 2010 grants. We are currently reviewing the process to develop a complete online paperless grant submission system.

PROJECT TITLE:

MoDOT Traffic Safety Conference

PROJECT NUMBER:

13-RS-11-002

PROGRAM AREA:

11

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Host a traffic safety conference. The conference will provide a forum for the discussion of highway safety engineering topics and include speakers from both the public and private sectors. The conference will be approximately two days in length and include about one hundred (100) participants. It will be held in the spring of 2013. Contract expenses include location and speaker costs.

PROBLEM IDENTIFICATION:

On the local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problems lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering. This becomes a support problem in that trained personnel are needed who are aware of the traveling and pedestrian public.

GOALS AND OBJECTIVES:

Provide a conference for traffic safety engineers and advocates to share success stories and ideas regarding traffic safety.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
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 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

In May 2013, the state of Missouri held its annual Traffic and Safety Conference. Over 175 participants attended this years conference that covered various safety and traffic topics. Many of the speakers came from locations across the United States to demonstrate their knowledge of exciting subjects that ranged from High Friction Surface Treatments to alcohol prevention. Also held during the annual conference are three separate workshops to train individuals on various subjects. One of the workshops involved training individuals on conducting Road Safety Assessments (RSA) and actually included an assessment on three local roads. The 2013 conference received many positive remarks documented in the evaluation form.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$36,000.00	\$29,900.84

HS CONTACT:

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

TEAP

PROJECT NUMBER:

13-RS-11-003

PROGRAM AREA:

11

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Traffic Engineering Assistance Program (TEAP)

The purpose of this task is to retain private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways. This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limitations. Requests are submitted to the Missouri Department of Transportation by local agencies. If the local agencies meet the criteria for participation in the Traffic Engineering Assistance Program, selections will be made by the Missouri Department of Transportation based upon need and ability. NOTE: This project does not provide for actual design in connection with the solution. It attempts to provide solutions to traffic problems.

Conditions

All announcements, printings, and reports shall list the MoDOT Highway Safety Division and the Federal Highway Administration as program sponsors.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

PROBLEM IDENTIFICATION:

Traffic Engineering Assistance Program (TEAP)

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

GOALS AND OBJECTIVES:**TEAP:**

The TEAP Program is aimed at correcting operational problems on city and county streets and highways

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Consulting services were provided for Traffic engineering projects around the state. Funding was focused on correcting operational problems on city and county streets, and highways.

A total of 18 consultant projects were funded through the grant this fiscal year. Those consultant services were provided on projects in Grandview, Pleasant Hill, Maryland Heights, Farmington, St. Peters, Rock Hill, Wildwood, and University City.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$60,000.00	\$56,091.62

HS CONTACT:

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Statewide Problem Analysis information, public information & education components were built into each program area where possible.

Overall since 2005, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 2,009 lives have been saved on Missouri roadways, a decrease of 37.5 percent. The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives.

While our roads are safer than they have been in many years, there are still too many senseless crashes and deaths happening every year. We are committed to further reducing the number of traffic crashes in Missouri, so we must work even harder to reach those remaining people who haven't gotten the message.

Note: The State Attitudes Survey Results is included in this report (see Appendix A).

BENCHMARKS

Established	Result
2011 Fatalities--786	2012 Fatalities--826
Promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and disabling injuries <ul style="list-style-type: none"> Traffic crash stats relevant to target audiences Develop campaign messages Increase safety device use Distribute pieces of traffic safety materials through on-line ordering system 	See graph attached to this report for campaign message information.
Safety devices used: Statewide safety belt use rate = 79 percent in 2011; Teen safety belt use rate = 67 percent in 2011; Commercial vehicle safety belt use rate (note: this survey is not conducted annually = 73 percent in 2011; Child safety seat and booster seat use rate =91 percent in 2009; motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005.	Statewide safety belt use rate = 79% in 2012 (2013 final results is unavailable at this time) Teen safety belt use rate = 66 % in 2012, 66% in 2013 Commercial vehicle safety belt use rate (note: this survey is not conducted annually) = 80.6 % in 2010, 81.5% in 2012 Child safety seat and/or booster seat use rate = 91 % in 2009 (additional survey scheduled in 2014) Motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.3 percent in 2005, in 2013 usage rate was 99.2
Distribute pieces of traffic safety materials	Pieces of traffic safety materials distributed in 2010 – 300,416; 2011 – 218,462, 2012 – 184,404, 2013 191,421

Strategies

Identified	Implemented
Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information	Contact information is available on all publications, news releases, web and social media sites. The MoDOT toll free number also will link callers to needed assistance.
Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving, speeding, and distracted driving (cell phone/texting)	Teen focus groups were conducted by The Vandiver Group and Bucket Media to better understand the teen culture to effectively reach this target group. Focus groups with MU Partners in Prevention are underway to better understand the teen/college age culture to effectively reach this target group.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Several press conferences were held in 2013 with the help of local MoDOT offices, law enforcement agencies and coalition members.
Encourage the media to participate in campaigns by publicizing our messages	Statewide press releases are sent out prior to each paid media campaign to promote awareness and education.
Publicize the services and resources of the	The MoDOT and MCRS web sites publicize and promote safety

Highway Safety Office to the general public through our Web sites at www.saveMOLives.com , in workshops, at conferences/exhibits, and through our materials	resources to the general public. Statewide paid media promotes the Highway Safety Office through print, radio, online and digital advertising of campaigns.
Develop, update and disseminate public information/promotional/educational materials and websites	Savemolives.com is a resource page for safety related media materials. The MoDOT Highway Safety web page also offers an online ordering system of promotional and educational materials.
Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)	Paid media advertising agencies are contracted to create promotional campaigns to reach a specific targeted audience based on Highway Safety data, and targeted demographics.
Actively participate in the Missouri Coalition for Roadway Safety (MCRS) Public Information Subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide	The MCRS PI Subcommittee meets monthly and is very active in each paid media campaign. This subcommittee also helps coordinate the regional subcommittee's activities as needed.
Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS	The ARRIVE ALIVE theme and logo are branded on all promotional items distributed by MCRS. Hash tag tracking of #ArriveAlive is also being used on social media outlets.
Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs	Quarterly meetings are held with leaders of the statewide coalitions to share ideas and messaging.
Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources	Statewide and regional coalition work diligently with partners both internal and external to promote highway safety.
Solicit public information activity reports from law enforcement partners and district coalitions	This information is captured on the law enforcement statistics report within the grants management system.
Work with the Motor Carrier Safety Assistance Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible	Paid media for Motorcycle Awareness Month in May, and continued on through the summer holidays was very successful with the “Watch for Motorcycles” campaign.
Give presentations and provide training to community groups, schools, etc. as available	Various presentations are available by topic to present to groups as necessary or requested.
Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues	All HSO staff members serve on various committees such as the Injury Prevention and Advisory Committee, School Bus Tax Force, Partners in Prevention, MCRS Legislative Committee, Impaired Driving Subcommittee, Motorcycle Safety Committee, Statewide Traffic Records Committee, Operation Lifesaver Council, and the Head Injury Advisory Council.
Promote law enforcement mobilization efforts: <i>Click It or Ticket</i> safety belt campaign; <i>Drive Sober or Get Pulled Over</i> alcohol campaign; quarterly occupant protection and impaired driving mobilizations; youth seat belt enforcement campaign	Paid media campaigns were held for Click It or Ticket, Drive Sober or Get Pulled Over, March Impaired Quarterly Awareness, Youth Alcohol Awareness, July Quarterly Awareness and Holiday (December) Quarterly Awareness, and Youth Seat Belt.
Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)	Paid advertising was placed for 12 paid media campaigns in 2013, covering various targets in occupant protection, impaired driving, motorcycle awareness and work zone awareness.
Support and promote MoDOT's construction work zone public awareness campaign	Work Zone Awareness 2013 featured “Don't Zone Out”, an internal and external campaign to remind motorists of the Move Over Law and of the high activity of moving work zones. This campaign won a national ARTBA (American Road & Transportation Builders Association) announcing MoDOT as the first place winner for an outstanding state-level work zone safety outreach campaign.
Promote <i>Saved by the Belt</i> and <i>Battle of the Belt</i> programs	Battle of the Belt Competition continues to be promoted statewide involving 200 high schools.
Promote the <i>Seat Belt Convincer</i> , <i>Rollover Simulator</i> , and <i>SIDNE</i> educational programs to assure the units are used to reach as many people as possible	Regional activities often showcase these programs. They were also featured at the Missouri State Fair.
Participate in the Missouri State Fair to educate the	A safety table was displayed at the State Fair showcasing Child

public on traffic safety issues and any modifications to traffic safety laws	Passenger Safety, Impaired and Distracted Driving.
Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts	Local coalitions help promote this program, as well as the Save MO Lives social media outlets.
Promote Commercial Motor Vehicle Awareness through public awareness campaigns geared primarily toward passenger vehicle drivers, then CMV drivers	While there was no paid media in 2013 for Commercial Motor Vehicle Awareness, the Save MO Lives social media outlets frequently remind their over 18,000 followers of various CMV safety issues and reminders. Special attention was paid during Operation Safe Driver Week in October to promote awareness.

- Campaign messages:

Campaign	Target Audience	Media	Impressions Served/Units Run	Unit of Measurement
Child Passenger SafetyTarget	Women 25-45 w/ a child	Digital	18,518,766	Impressions
		Outdoor - Coffee Sleeves	50,000	Coffee Sleeves
		Radio	1,378	Spots
Click It or Ticket	Men 16-24	Digital	11,171,882	Impressions
		Outdoor - Frozen Billboards	34	Stations
		Outdoor - Coffee Sleeves	30,000	Coffee Sleeves
		Outdoor - Truckside Billboards	20	Trucks
		Radio Mo Net	83	Spots
Distracted Driving	Men 18-34	TV	491	Spots
		Radio	34	Spots
Drink Drive Lose - Holiday	Males 18-24	Digital	5,441,354	Impressions
		Radio	1,422	Spots
		TV	610	Spots
Drink Drive Lose	Males 18-24	Digital	20,853,692	Impressions
		Radio	1,384	Spots
		TV	5,274	Spots
The Heat Is On	Males 18-24	Radio	490	Spots
Impaired Driving Quarterly	Males 18-24	Digital/Facebook	8,391,099	Impressions
		Radio	1,809	Spots
Motorcycles	Men 15-25	Outdoor	165	Pump Topper
		Radio	4114 + 154 Mo Net = 4268	Spots
Teen Seat Belt	Youth 15-20	Digital	12,991,716	Impressions
		Outdoor - Seat Belt Spotter	175,000	Window Clings
			11,250	Lanyards
		Radio	1,833	Spots
		Channel 1	13	Spots
		Outdoor - Pump Toppers	250	Pump Topper

Campaign	Target Audience	Media	Impressions Served/Units Run	Unit of Measurement
Teen Seat Belt	Youth 15-20	Outdoor - Cinema	238	Possible Screens
Texting	Youth 15-20	Digital	3,960,589	Impressions
		Digital	8,341,062	Impressions
		Outdoor - Pump Toppers	350	Pump Toppers
Trucks	Males 18-34 + Commercial Vehicle Operators	Outdoor - Billboards	5	Billboards
		Digital	8,061,854	Impressions
Underage Drinking	Youth 15-20	Outdoor - Pump Toppers	286	Pump Toppers
		Radio	1,542	Spots
Work Zone	Males 25-54	Digital	12,740,708	Impressions
		Outdoor - Pump Toppers	140	Pump Toppers
		Radio	6204 + 173 Mo Net = 6,377	Spots

PROJECT TITLE:

Work Zone 2013 media

PROJECT NUMBER:

13-PM-02-001

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Bill Whitfield

PROJECT DESCRIPTION:

This project will support MoDOT's annual Work Zone Awareness Campaign, which kicks off in April during Work Zone Awareness Week and continues through the summer.

Work Zone awareness is especially important to employees of MoDOT and their families. It is important for all motorists to remember to look out for the workers on the highway and prevent tragedies due to inattention, speeding, etc. The annual Work Zone Awareness Campaign reinforces the message to motorists to slow down and Drive Smart in work zones.

PROBLEM IDENTIFICATION:

Work zones are necessary to improve our highways. In 2003, MoDOT formed Missouri's first ever work-zone safety campaign to reduce work-zone related crashes by informing and educating drivers about work-zone safety.

In 2010, 15 people were killed in Missouri work zones, an increase from 2009 when 13 people were killed. There were 1,033 people injured in 2010 in Missouri work zones, compared to 676 in 2009. This is an increase of almost 53 percent. Between 2006 and 2010, 64 people were killed and 4,294 people were injured in Missouri work zones. Since 2000, 15 MoDOT employees have been killed in the line of duty.

The top five contributing circumstances for work zone crashes in 2010 were following too closely, inattention, improper lane usage/change, driving too fast for conditions and failure to yield. In 2010, of the 819 traffic fatalities, 632 were vehicle occupant fatalities and 68 percent of them were not wearing a seat belt.

GOALS AND OBJECTIVES:

Ultimately decrease fatalities, injuries, crashes and driver frustrations on Missouri highways and in work zones.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

This campaign ran through the month of April and on into the summer holidays to remind motorists to "Don't Zone Out" in work zones. A kick off event was held in Kansas City with MoDOT officials honoring tribute to a recent lost worker. This campaign was also promoted by MoDOT's own Barrel Bob on it's Facebook page, drawing many new followers to his safety messages. Internal and external elements were involved in this campaign. Radio, internet, digital and social media were used to pass on the new "Don't Zone Out" message.

This campaign won first place in the Outreach Campaign/State level American Road and Transportation Builders annual awards.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$50,000.00	\$50,000.00

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Youth Seat Belt Media Campaign

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

13-PM-02-002

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Youth

AGENCY CONTACT:

Mrs. Carrie Wolken

PROJECT DESCRIPTION:

Work with a media agency to create or revise a media campaign regarding teen seat belt use. The media should include TV, radio, internet, social media, pump toppers and any other media outlets available.

PROBLEM IDENTIFICATION:

A young driver's inexperience combined with extreme risk taking behavior can have tragic consequences. Young drivers are substantially over-involved in traffic crashes. Most of these crashes are both predictable and preventable and should not be accepted by society. Behaviors more frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, driver inattention, speeding and driving under the influence of alcohol or drugs.

Following are some Missouri traffic crash statistics for young drivers (HS Tracker 2012):

Percent of safety belt use among teens:

2009: 61%

2010: 66%

2011: 67%

Number of fatalities and disabling injuries for teens 14 through 18 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2009: 56 fatalities, 702 disabling injuries

2010: 41 fatalities, 545 disabling injuries

2011: 54 fatalities, 484 disabling injuries

Number of drivers' age 19 through 25 years involved in fatal and disabling injury crashes:

2009: 201 fatalities, 1712 disabling injuries

2010: 182 fatalities, 1654 disabling injuries

2011: 159 fatalities, 1330 disabling injuries

Number of impaired driver-related fatalities and disabling injuries involving an impaired driver under 21 years old:

2009: 37 fatalities, 120 disabling injuries

2010: 23 fatalities, 124 disabling injuries

2011: 29 fatalities, 121 disabling injuries

GOALS AND OBJECTIVES:

Goal: Produce a media campaign aimed to address seat belt use among teens.

Objective: Work with a media agency to create or revise a media campaign regarding teen seat belt use. The media should include TV, radio, internet, social media, pump toppers and any other media outlets available.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)

2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Specific targeting advertisements were placed within target counties with low seat belt usage rates among teens. Advertising consisted of digital, online, radio and social media to specifically target this younger audience. A focus group was conducted by The Vandiver Group to gain insight into this target audience's habits.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$150,000.00	\$138,704.02

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

CIOT 2013 paid media

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

13-PM-02-003

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Mr. Matt Freeman

PROJECT DESCRIPTION:

Research has shown that the combination of education and enforcement achieve results. Click It or Ticket takes place in late May and early June each year. During the campaign we will use paid media to target Missourians least likely to buckle up.

PROBLEM IDENTIFICATION:

Seven out of 10 people killed in Missouri traffic crashes are unbuckled. And even with all the advancements in automobile safety and education on the importance of seat belt use, Missouri seat belt use has remained relatively unchanged in the last six years and consistently below the national average. Missouri has 79 percent seat belt use, which is well below the national average of 84 percent. Teens and pick-up truck drivers are among those least likely to buckle up at 67 and 61 percent.

GOALS AND OBJECTIVES:

To save lives and reduce injuries on Missouri roads by increasing Missouri seat belt usage rate to AT LEAST 85 percent.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Click It or Ticket 2013 featured many elements in its advertising. Most prominent was the Outdoor Convenience Store advertising which featured video and print on outdoor pumps. Online advertising targeted our audience right where they are with safety messaging in digital and audio. Social media promotions kept thousands informed of this enforcement effort on a daily basis, Tweeting and posting to those pages. The saveMOlives.com web site kept up to date promotional information available.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	\$175,000.00	\$116,952.07

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

CPS Week Paid Media

PROJECT NUMBER:

13-K3PM-05-001

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Kelly Martin

PROJECT DESCRIPTION:

Research has shown that the combination of education and enforcement achieve results. The CPS Enforcement Campaign will take place in September either before or during National Child Passenger Safety (CPS) Week. During the campaign, paid media will be used to target parents or care givers about the importance of properly restraining children as they travel on our roadways.

PROBLEM IDENTIFICATION:

Seven out of 10 children are at risk in a traffic crash. Car crashes are the No. 1 killer of children. Nearly 73 percent of all child restraints are not used correctly. Even with all the advancements in automobile safety and education on the importance of child safety seat use, children continue to die or suffer from disabling injuries in Missouri.

GOALS AND OBJECTIVES:

To provide education through media services in an effort to save children's lives and reduce disabling injuries.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

A new CPS infographic was created and placed in County Health offices and various other pediatrician offices and some restaurant restrooms above changing stations. Digital, radio and social media advertising was also placed.

FUNDING:**AWARDED AMOUNT:****DISBURSED AMOUNT:**

\$100,000.00

\$100,000.00

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

MISCELLANEOUS

(Section 2010 Motorcycle Safety, Bicycle/Pedestrian Safety, Safe Communities, Rail Safety)

Motorcycles

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or disabling injuries at a considerably greater rate than other traffic crashes. This reality makes helmet use imperative. In 2008, Missouri ranked 19th in helmet use nationwide (ranking is based on an overall percentage of motorcyclists wearing their helmets).

Of the 447,375 traffic crashes in 2009-2011, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured in the incident. During the same period, there were 7,199 traffic crashes involving motorcycles. In these incidents, 258 (3.6%) resulted in a fatality and 1,717 (23.9%) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

An area of particular concern is the number of unlicensed motorcyclists involved in crashes. Between 2009-2011 24.6% of the 7,199 motorcycle involved traffic crashes involved an unlicensed motorcycle driver. In fatal crashes, 38% involved an unlicensed motorcycle driver, while 28.5% of the disabling injury crashes involved an unlicensed motorcycle driver.

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (0.9% and 0.5% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.

Pedestrians

For the period 2009-2011, there were 202 fatal pedestrian-involved crashes and 804 disabling injury pedestrian-involved crashes. During that 3-year period, of the 204 persons killed in pedestrian involved crashes, 203 (99.5%) were the pedestrians. Of the 866 seriously injured in pedestrian involved crashes, 829 (95.7%) were the pedestrians.

Bicyclists

For the period 2009-2011, there were 10 fatal bicycle-involved crashes and 213 disabling injury bicycle-involved crashes. For that same 3-year period, of the 10 persons killed in bicycle involved crashes, all were the bicyclists. Of the 220 persons seriously injured in bicycle involved crashes, 214 (97.3%) were the bicyclists.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.

BENCHMARKS

Established	Result
To decrease motorcyclist fatalities by 2 percent annually to: <ul style="list-style-type: none">• 79 by 2012• 78 by 2013• 76 by 2014• 75 by 2015 Number of 2011 motorcyclist fatalities = 82	In 2011, there were 82 motorcycle fatalities. In 2012, there were 102, an increase of 24%.
To decrease unhelmeted motorcyclist fatalities by one per year (does not include fatalities where helmet use was "unknown"): <ul style="list-style-type: none">• 7 by 2012• 6 by 2013• 5 by 2014• 4 by 2015 Number of 2011 unhelmeted motorcyclist fatalities = 10	In 2011, there were 10 unhelmeted motorcyclist fatalities. In 2012, there were 7, a decrease of 30%.
To decrease fatalities involving motorcycle operators who are not licensed or improperly licensed by two per year: <ul style="list-style-type: none">• 32 by 2012	In 2011, there were 34 fatalities involving motorcycle operators who were not licensed or improperly licensed. In 2012 there were 48, an increase of 41%.

<ul style="list-style-type: none"> • 30 by 2013 • 28 by 2014 • 26 by 2015 <p>2011 fatalities involving an unlicensed motorcycle operator = 34</p>	
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Strategies—Motorcycle Safety

Identified	Implemented
Continue support for the Missouri Motorcycle Safety Program (MMSP) administered by the Missouri Safety Center at University of Central Missouri	The Traffic and Highway Safety Division continues to work with the Missouri Motorcycle Safety Program housed within the Missouri Safety Center at the University of Central Missouri to provide statewide motorcycle training, education and awareness with the collaborative goal of reducing motorcycle involved fatal and serious injury crashes.
Continue to provide motorcycle rider education statewide in order to train 4500+ riders annually	The MMSP continues to train more than 4500 students each year.
Conduct RiderCoach (Instructor) Preparation courses as needed in order to train and expand the base of certified motorcycle RiderCoaches to meet demand	The MMSP has historically offered at least one new instructor training course each year, with the ability to conduct additional courses if demand calls for it. Current MMSP staffing levels have been sufficient to require only one instructor training course per year.
Actively participate as a member of the Missouri Motorcycle Safety Advisory Committee	The Traffic and Highway Safety Division has one staff member who sits on the Missouri Motorcycle Safety Committee. In 2013 this committee became a subcommittee of the Missouri Coalition for Roadway Safety.
Implement, where possible, recommendations documented in the Motorcycle Safety Program Technical Assessment conducted in April of 2009, which includes: <ul style="list-style-type: none"> o Analyze and improve the unlicensed/improperly licensed motorcycle operators to encourage and improve full licensing o Change Missouri Statute so motorcycle permits can only be renewed once before retesting is required o Address the impaired motorcyclist problem by using enforcement and education o Implement comprehensive efforts to educate motorcyclists about how to make themselves visible to motorists 	<ul style="list-style-type: none"> -The Highway Safety Office is working with various motorcycle safety partners to address the unlicensed / improperly licensed operator issue. -Attempts to change Missouri law to only allow for one permit renewal have been unsuccessful. -Continue to work with law enforcement to educate motorcyclists not to ride impaired. -Distributed brochures to motorcyclists that shows rider conspicuity.
Allow both the Beginner Rider Course (BRC) and Returning Rider Beginner Rider Course (RRBRC) to be used as a waiver to the skills portion of the license test	This will require a change in state law. Past attempts to change/modify state laws have been unsuccessful.
Create and distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets	These cards were created and distributed statewide to law enforcement.
Continue working with numerous grass-roots motorcycle safety groups in promoting the “Watch for Motorcycles” message throughout the state	The Traffic and Highway Safety Division partnered with several groups, dealerships and individuals to promote the “Watch for Motorcycles” message.
Organize a Missouri Motorcycle Strategic Planning Committee and create a Missouri Motorcycle Safety Strategic Plan in FY2013	The Missouri Motorcycle Safety Strategic Plan was completed in 2013.

BENCHMARKS—Pedestrian/Bicyclist

<p>To decrease one pedestrian fatality annually to:</p> <ul style="list-style-type: none"> • 74 by 2012 • 73 by 2013 • 72 by 2014 • 71 by 2015 	There were 75 pedestrian fatalities in 2011. In 2012 there were 86, an increase of 15%.
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2011 pedestrian fatalities = 75	
<p>To decrease by one the number of bicyclist fatalities in comparison to the previous 5-year period to:</p> <ul style="list-style-type: none"> • 20 by 2008-2012 • 19 by 2009-2013 • 18 by 2010-2014 • 17 by 2011-2015 <p>• 2007-2011 bicyclist fatalities = 21 (2011—1)</p>	During the 2007-2011 five-year period there were 21 bicyclist fatalities. During 2008-2012 there were 18, a decrease of 14%. (There were 6 fatalities in 2012.)

Strategies—Pedestrian/Bicyclist

Educate the motoring public on sharing the road safely with pedestrians and bicyclists	A small grant was available through the Highway Safety office. This year assorted bicycle helmets were purchased and will be distributed at safety events where the message regarding bicycle safety is provided.
Educate pedestrians and bicyclists on safely interacting with motor vehicles	Safety materials are available to order online through the MoDOT online ordering system.
Purchase helmets for distribution at exhibits and for school/local safety awareness programs	This year the funding was used to purchase bike helmets for safety awareness programs.
Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the <i>Blueprint</i> regional coalitions	Safe Communities provide education on bike/pedestrian safety using Highway Safety funding. Bike/Ped education is also provided through a separate grant in the Chesterfield area (13-OP-05-009) a copy of which is included in the OP section of this report.

PROJECT TITLE:

ThinkFirst Missouri

PROJECT NUMBER:

13-CP-09-002

PROGRAM AREA:

09

JURISDICTION SIZE:

5,900,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Ms. Karen Geren

PROJECT DESCRIPTION:**THINKFIRST BACKGROUND**

ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. The mission of ThinkFirst is to prevent traumatic injuries through education, research and policy.

ThinkFirst traffic safety education programs strive to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring. Over 100 presentations reaching over 20,000 Missourians are delivered by ThinkFirst each year.

PRESENTATION COMPONENTS

ThinkFirst traffic safety programs are dynamic group presentations delivered in schools, at worksites, and in community settings throughout Missouri. Presentations feature compelling testimonies of Voices for Injury Prevention (VIP) speakers. VIP speakers are people who have sustained a brain or spinal cord injury, usually due to a motor vehicle crash. These speakers present sobering yet motivational messages about the consequences of life-altering injuries and encourage audiences to take personal responsibility and make safe choices. Audiences learn that motor vehicle crashes can happen to anyone and simple measures like wearing a safety belt can make the difference between life and death, or living with paralysis or brain injury. VIP speakers are carefully selected for their ability to identify with audiences and serve as outstanding peer educators for traffic safety. ThinkFirst efficacy studies consistently demonstrate that students respond most favorably to the VIP speaker featured during each ThinkFirst presentation.

TRAFFIC SAFETY TOPICS EMPHASIZED

Safety belt use
Not speeding
Not driving while distracted
Not driving while using a digital device
Not driving aggressively
Not driving drowsy
Safe passenger behavior
Safe driving behavior
Helmet use
Bicycle safety

THINKFIRST TRAFFIC SAFETY SOCIAL MEDIA CAMPAIGN

In 2009, ThinkFirst Missouri launched a Traffic Safety Social Media Campaign for Teens. The goal was to reinforce traffic safety messages presented during ThinkFirst assemblies by connecting with and engaging young people through Facebook. The content, theme, personality and voice of the page leveraged the powerful influence of the VIP survivor testimony through regular discussion threads, video clips, and photos. Teens are recruited to the page via a personal invitation from the VIP speaker during the school assembly. Daily site management and Facebook Insights data are used to keep the intervention targeted and relevant. Based on interaction indicators, the ThinkFirst Facebook page is considered the most important reinforcement initiative conducted by ThinkFirst.

ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES

Traffic Offenders Program
Missouri Coalition for Roadway Safety partner
State Chapter
National Training Center
Research & publications
Public policy support
Multi-agency collaboration

RESOURCES

Graphix By Design—Professional graphic design services will be provided by Graphix By Design throughout FY 2012-2013. Graphix By Design created the current ThinkFirst website and consistently provides high quality work in a timely and cost-efficient manner. Graphix By Design staff will update and maintain the current ThinkFirst website and provide expert guidance and design services for marketing materials.

University of Missouri School of Journalism—The partnership between ThinkFirst and the University of Missouri School of Journalism will continue during FY 2012-2013. Faculty and students from the MU School of Journalism have played a key role in the development of the ThinkFirst social media effort and served as a central source for technical support.

A complete description of the ThinkFirst Missouri chapter and its related programs can be found at <http://www.thinkfirst.missouri.edu>.

PROBLEM IDENTIFICATION:

NATIONAL:

Death and injury on the nation's highways is a public health crisis, especially for youth. Fortunately, the national motor vehicle death rate has been steadily declining as a result of research and program activities combined with enactment and enforcement of traffic safety laws, changes in vehicle and highway design, public education, and changes in driver and passenger behavior (Finkelstein, et al., 2006).

In 2009, NHTSA reported a total of 33,808 traffic fatalities with 23,382 (69 percent) occurring to occupants in passenger cars, pickup trucks, vans, and SUVs (Traffic Safety Facts 2009/DOT HS 811 390).

MISSOURI:

Missouri experienced 151,353 crashes and 821 fatalities in 2010. These fatalities were accompanied by 54,875 injuries and an estimated economic loss of \$3,201,711,600 (Missouri State Highway Patrol (MSHP) Statistical Analysis Center (SAC), Missouri Traffic Crashes 2011 Edition).

Up until very recently, traffic fatalities in Missouri had been declining steadily (35% total decline) since 2005, with the Missouri Coalition for Roadway Safety (MCRS) reporting

784 fatalities in Missouri in 2011 (www.savemolives.com, April 2012).

2005	1,257
2006	1,096
2007	992
2008	960
2009	878
2010	821
2011	784

Thus far in 2012, however, there has been an alarming upward trend in crash fatalities in Missouri. As of April 8, 2012, the MCRS reported a 37% increase in fatalities as compared to a year ago this same time. MCRS partners must work faster, smarter and harder than ever before to stop this alarming trend.

CONTRIBUTING CIRCUMSTANCES:

Speed and Alcohol--

Similar to 2009, speed and alcohol were found to be the lead Probable Contributing Circumstances in fatal crashes in Missouri in 2010. Of all 2010 Missouri fatal traffic crashes, 39.5 percent were speed-related and one person was killed or injured every 42.9 minutes in a speed related-crash (MSHP SAC, Missouri Traffic Safety Compendium 2011). Nationally in 2009, speeding was a contributing factor in 31 percent of all fatal crashes, 10,591 lives were lost, and the economic cost to society of speeding-related crashes was estimated to be \$40.4 billion per year (NHTSA Traffic Safety Facts 2009).

Of all fatal crashes in Missouri in 2010, 27.3 percent had a person drinking and one person was killed or injured in a drinking-involved crash every 2.2 hours (MSHP SAC, Traffic Safety Compendium 2011).

Inattention/Distracted Driving--

According to NHTSA's primary source for distracted driving statistics (distraction.gov), 5,474 people were killed in crashes involving driver distraction, and an estimated 448,000 were injured in 2009. Sixteen percent of fatal crashes in 2009 crash reports indicated distracted driving. Teen drivers are more likely than other age group to be involved in a fatal crash where distraction is reported. In 2009, 16 percent of teen drivers involved in a fatal crash were reported to have been distracted. Using a cell phone while driving (hand-held or hands-free) delays a driver's reactions the same way a blood alcohol concentration of .08 percent delays reactions. Although all driving distractions are potentially dangerous, the most alarming modern-day distraction is text messaging. Texting requires visual, manual, and cognitive attention from the driver and creates a crash risk 23 times worse than driving while not distracted (www.distraction.gov, April 2012).

YOUNG DRIVERS AND YOUNG PASSENGERS:

Traffic crashes are the leading cause of death for people 15 to 20 years old (NHTSA Traffic Safety Facts 2009). One in four Missouri traffic crashes involve a driver under age 21, and three out of four teens killed in traffic crashes are not wearing a seat belt. According to the 2011 Missouri Teen Seat Belt Survey, only 67 percent of Missouri teens wear their seat belt (www.savemolives.com, April 2012). The age group 21-25 was the most over-represented age group in fatal traffic crashes in Missouri in 2010 (MSHP SAC, Missouri Traffic Crashes 2011 Edition).

Among passenger vehicle occupant fatalities, the age group 13 to 15 had the highest percentage (67%) of unrestrained occupants (NHTSA Traffic Safety Facts 2009). According to the Insurance Institute for Highway Safety (IIHS) Status Report (March 2012), the teenage crash problem starts years before most teens become drivers. Most of the teen's ages 13-15 that died in crashes were passengers, and more often than not, another teenager was at the wheel. Thanks to improvements in Graduated Drivers Licensing (GDL) laws, these deaths are declining; however, the majority of young teens who die in crashes still don't use safety belts and belt use is shown to decline as young teens grow older.

These distressing figures concerning young drivers should motivate us to double our efforts to reach out to this age group and implement programs to improve safe driving and increase seat belt use.

SAFETY BELT USE:

When used properly, seat belts reduce the risk of fatal injury to front-seat passengers by 45 percent and light-truck occupants by 60 percent. Nationally, seat belt use in 2009 reached 84 percent and the proportion of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes decreased from 2000-2009 (NHTSA Traffic Safety Facts 2009).

In 2011, Missouri's seat belt usage rate was 79 percent overall and 67 percent among teens. Of those killed in traffic crashes in Missouri, seven out of ten were unbuckled. (www.savemolives.com, April 2012). For drivers involved in traffic crashes not killed or injured, 97.3 percent were wearing a seat belt at the time of the crash (MSHP SAC Traffic Safety Compendium 2011).

TRAUMATIC BRAIN AND SPINAL CORD INJURIES:

The tragic consequences of motor vehicle-related injuries have far-reaching, long-lasting implications on numerous levels--impacting the individual, families, and communities across the state. Motor vehicle crashes account for 50 percent of all Traumatic Brain Injuries (TBI) and 44 percent of all Spinal Cord Injuries (SCI) (Centers for Disease Control and Prevention [CDC], 2003; National Spinal Cord Injury Association, 2004). Consequences of TBI are severe and life-altering, including problems with memory, concentration, mood, judgment, seizures, coordination, vision, speech and emotion. Similarly, consequences of SCI are severe, including loss of mobility, sensation, bowel and bladder control, and sexual function (CDC, 2003). Survivors of both types of traumatic neurological injuries require extensive, on-going rehabilitation. Researchers from the renowned Craig Hospital in Colorado showed that the proportion of those with TBI on Medicaid doubles during the year following injury, and 25.4 percent of those with SCI become Medicaid patients within five years of the injury.

ECONOMIC BURDEN OF TRAFFIC CRASHES:

CDC conducted a large-scale fiscal impact study using 2005 data to estimate the economic burden of fatal and nonfatal injuries. The analysis assessed the societal costs for medical care, treatment, rehabilitation, and lost wages and productivity. Overall, it was estimated that the economic toll of crash-related injuries tops \$99 billion a year, with deaths accounting for more than half that amount. Researchers found more than 3.7 million deaths and injuries on US roads that resulted in medical care in 2005. These costs amounted to \$336 for every person in the US, or nearly \$500 for every licensed driver. Among crash survivors, an estimated \$28 billion was spent on hospital stays and \$14 billion on emergency room visits. Young people 15-24 years-old were over-represented in crash injuries, deaths, and costs. This group made up 28 percent of all fatal and nonfatal crash injuries and 31 percent (\$31 billion) of the costs, but represented only 14 percent of the population. CDC points out that these findings are especially relevant to public policy because government pays for some of these losses (IIHS Status Report, Sept 28, 2010).

CONCLUSION:

There is no single remedy for the prevention of traffic injuries and fatalities. NHTSA research suggests that the best strategy for influencing behavior is a combination of multiple approaches (including legislation, public information & education,

enforcement, engineering, and EMS). In addition, NHTSA suggests that community programs that combine education, peer-to-peer persuasion, publicized enforcement, and parental monitoring have the most immediate and greatest potential for increasing teen safety belt use (NHTSA, Traffic Safety Facts, Traffic Tech, Number 308, November 2005).

GOALS AND OBJECTIVES:

GOALS:

1. To increase knowledge and awareness of the risks related to unsafe driving practices among young people, those most at risk for traffic-related injuries and deaths.
2. To increase knowledge and awareness of the risks related to unsafe driving practices among adults and parents at the worksite and in community settings.
3. To expand the capacity and improve effectiveness of the ThinkFirst Greater Kansas City chapter and provide technical support to all ThinkFirst chapters in Missouri (Kansas City, Joplin, Springfield, Cape Girardeau, and St. Louis).
4. To expand the ThinkFirst Traffic Safety Social Media Campaign for Teens.
5. To promote traffic safety and the mission and programs of ThinkFirst by participating in state and national conferences and meetings.
6. To develop and maintain a diverse panel of effective ThinkFirst Voices for Injury Prevention (VIP) speakers, chapter directors, and traffic safety advocates.

OBJECTIVES:

1. Deliver eighty-five (85) ThinkFirst traffic safety presentations statewide by September 30, 2013.

Eighty-five (85) traffic safety presentations featuring at least one (1) ThinkFirst Voices for Injury Prevention (VIP) speaker will be delivered statewide. Presentations will be made available in a variety of formats to accommodate the needs and size of the audience. Thousands of Missourians in school, work, and community settings will receive traffic safety education and become better prepared and motivated to drive safely and responsibly.

Primary coordination of the presentations will be conducted by the Assistant Director, with additional support provided by the Administrative Associate and Director. Presentations are expected to reach approximately 15,000 Missourians during FY 2012-2013.

2. ThinkFirst Greater Kansas City will plan and implement presentations in fifty (50) schools reaching an estimated 30,000 Missouri youth in and around the Kansas City, Missouri region by September 30, 2013.

ThinkFirst Greater Kansas City has been providing exemplary traffic safety presentations to Kansas City-area students in grades K-12 since 1987. This award-winning chapter is a program of the Research Foundation and is located at the Research Medical Center. Staff and VIP speakers working for this chapter are highly productive members of the Missouri Coalition for Roadway Safety in Kansas City.

FY 2012-2013 funds are being requested to support the planning and implementation of traffic safety presentations in fifty (50) schools in the Kansas City area. To accomplish this, the Greater Kansas City chapter will enter into a formal sub-contract agreement with the University of Missouri-Columbia and submit monthly program activity and expense reports.

In addition to the primary funds needed to deliver presentations in schools, funds are being requested to support travel-related expenses for two ThinkFirst Greater Kansas City staff members to participate in the ThinkFirst National Injury Prevention Foundation Conference in April 2013. Lastly, this chapter is requesting funds to purchase miscellaneous materials needed to support chapter coordination, including two (2) brain models, T-shirts for VIP speakers, incentive items for students, and two (2) ThinkFirst training DVDs.

The Director of ThinkFirst Missouri will provide oversight to this project and perform one (1) site visit during the contract year to ensure program quality and compliance. The Administrative Associate of ThinkFirst Missouri will provide administrative oversight with attention to budget and fiscal compliance, reporting, and details related to establishing a sub-contract.

3. Expand the Traffic Safety Social Media Campaign for Teens via the services of a Social Media Student Intern by September 30, 2013.

The Traffic Safety Social Media Campaign for Teens was developed in 2009 as an educational reinforcement tool to extend safety messages provided during the ThinkFirst assembly. The most successful social media platform utilized thus far has been the ThinkFirst Facebook page. The Facebook page has nearly 2,700 fans with the majority (75%) coming from the teen

and young adult age group. ThinkFirst created a part-time social media student intern position in 2011 to ensure that content posted to the Facebook page remained relevant to the target audience.

Support is being requested to continue funding a part-time (.25 FTE) social media student intern position during FY 2012-2013. The primary responsibility of the intern will be to increase interaction among teen users by locating, developing and posting relevant content. The intern will also monitor all activity, reply to posts and discussion threads, and provide expert assistance with the overall development of the initiative.

Preliminary plans for next year include adding a survey and prizes to the Facebook page, exploring the expansion of other platforms (i.e., Twitter), and creating methods to increase user generated content from students.

The Director and Administrative Associate will provide direct supervision to this employee and user participation and interaction will be tracked and reported to MoDOT.

4. Prepare and distribute a ThinkFirst promotional packet through a direct-mailer sent to Missouri Schools by September 30, 2013.

It is important to reach out to school leaders with information about teen traffic safety and provide resources to improve student safety. To accomplish this, ThinkFirst staff will create a ThinkFirst traffic safety promotional packet for statewide distribution to Missouri schools. The purpose of the mailer is to educate decision-makers in schools about the issue of teen driving safety and motivate each recipient to schedule a ThinkFirst program at their school. A similar activity conducted by ThinkFirst several years ago was well received by schools and resulted in an increase in requests for programs.

The contents of the packet will include the following: ThinkFirst brochure, regional ThinkFirst chapter map with contact information, cover letter, and an incentive item to remind recipients to take action. The packet will be mailed to key leaders in every middle school and high school building in the state. The ThinkFirst Director will lead this effort.

5. Promote traffic safety education and ThinkFirst chapters statewide at key Missouri conferences by September 30, 2013.

Funds are being requested to enable ThinkFirst staff to deliver traffic safety presentations, exhibit at, and/or attend key state conferences during FY 2012-2013. The purpose of this effort is to educate attendees about the mission and programs of the six ThinkFirst chapters statewide and motivate them to schedule a traffic safety program.

Potential in-state conference opportunities include the Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, Missouri Association of Secondary School Principals, Missouri Emergency Medical Services Association, Missouri Department of Health and Senior Services public health meetings, and other conferences sponsored by state agencies and organizations.

6. Participate in the 2012 MCRS State Conference in Branson, MO, October 24-26, 2012.

It is important to keep ThinkFirst staff and VIP survivor speakers connected to current and emerging transportation and safety issues in Missouri. To accomplish this, 2012-2013 grant funds are being requested to support conference-related travel expenses for six (6) ThinkFirst staff members/VIP speakers to travel to the 2012 MCRS State Highway Safety Conference.

ThinkFirst members attending the conference are currently scheduled to deliver presentations, staff exhibits, and assist with the orchestration of the conference.

7. Attend the ThinkFirst National Injury Prevention Foundation Conference on Injury Prevention in April 2013.

Funds are being requested to support the travel of three (3) ThinkFirst staff members to attend the 2013 ThinkFirst National Injury Prevention Foundation Conference in New Orleans, LA. This conference is held approximately every other year and provides staff with professional development and training experiences.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations,

location of classes, class cancellation information)

- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. ThinkFirst Missouri will be responsible for tracking and reporting the total number of ThinkFirst presentations (including ThinkFirst Greater Kansas City presentations) presented at schools, work sites, and community organizations. In addition, ThinkFirst will utilize social media software analytics to provide reports on the Facebook intervention.

Quarterly progress reports will be submitted to the Missouri Department of Transportation, Highway Safety Division as well as a year-end report thirty (30) days after the end of the contract period. The quarterly evaluations and year-end report will include, but may not be limited to:

--Number and location of presentations delivered during the contract year

--Number of students, employees, and members of community organizations who attended presentations

--Digital analytics of social media platforms

--Copy of educational and promotional materials

--Letters of support and/or thanks for presentations

--Essay or questionnaire information

--Newspaper articles, newsletter features, media coverage, etc.

--Other programs involved in (e.g., MCRS, Missouri Injury and Violence Prevention Advisory Committee, ThinkFirst National Injury Prevention Foundation, Traffic Offenders Programs, legislative support, etc.)

RESULTS:

STRATEGY #1

Deliver 85 ThinkFirst traffic safety presentations statewide.

RESULTS:

1. A total of 21,389 Missouri students received traffic safety education from the ThinkFirst traffic safety assembly programs delivered via 112 presentations at 91 schools.
2. A total of 3,650 Missourians received traffic safety education from the ThinkFirst Corporate/Community Traffic Safety Program delivered via 45 presentations at 28 worksites/organizations.
3. COMBINED, the Columbia-based ThinkFirst Missouri chapter delivered 157 presentations at 119 sites reaching 25,039 Missourians statewide during FY12-13.
4. In addition to conducting the traffic safety education programs listed above, ThinkFirst Missouri delivered 12 Traffic Offender Program classes reaching 217 high-risk Missouri drivers during FY12-13.
5. ThinkFirst participated in 22 conferences, exhibits and events during the year directly interacting with 2,025 people.
6. The following traffic safety-related incentive items were purchased and distributed during FY12-13:
 - 6,500 Buckle up air fresheners with ThinkFirst Facebook page QR code
 - 3,000 Missouri-shaped Post-it note pads with ThinkFirst logo and website
 - 1,095 tumblers with ThinkFirst logo
 - 2,500 gel pens with ThinkFirst logo and website
 - 500 ThinkFirst T-shirts

STRATEGY #2

Deliver 50 ThinkFirst traffic safety presentations to students throughout the Kansas City area via a subcontract with ThinkFirst Greater Kansas City.

RESULTS:

1. A total of 22,780 Kansas City, Missouri-area students received traffic safety education from ThinkFirst Greater Kansas City

via 85 presentations conducted at 54 schools

2. COMBINED, the Columbia-based ThinkFirst Missouri chapter and the ThinkFirstGreater Kansas City chapter provided 197 presentations in 145 schools reaching 44,169 students during FY12-13.

3. ThinkFirst Greater Kansas City Co-chapter Directors, Rose Simone and Cynthia Randazzo, attended the 2013 National ThinkFirst Conference on Injury Prevention in New Orleans, LA.

STRATEGY #3

Social Media Growth 2012-2013:

ThinkFirst maintains its presence on the following four platforms: Facebook, Twitter, YouTube and Instagram. The ThinkFirst Social Media effort continued to grow over the 2012-2013 grant year, but not as rapidly as in previous years. Facebook has become far less popular with young audiences primarily due to the fact that parents, aunts, uncles and grandparents have adopted Facebook as their primary platform of choice. In response to this trend of Facebook users getting older, teens have moved to platforms where they can more freely socialize with their friends without the oversight of adult family members.

STRATEGY #4

In January 2013, ThinkFirst staff prepared and mailed a packet of ThinkFirst information to middle and high schools statewide.

STRATEGY #5

ThinkFirst staff exhibited and/or delivered presentations at the following statewide conferences to promote ThinkFirst as a statewide traffic safety resource.

STRATEGY #6

Funds were used to support all conference-related travel expenses for five ThinkFirst staff members and VIP speakers to travel to the 2012 MCRS State Blueprint to Save More Lives Conference in Branson, MO

STRATEGY #7

Funds were used to support conference-related travel expenses for ThinkFirst Director, Michelle Gibler, to attend, facilitate, exhibit and present at the 2013 ThinkFirst National Injury Prevention Foundation Conference in New Orleans in April 2013.

FUNDING:

AWARDED AMOUNT:

DISBURSED AMOUNT:

\$336,122.22

\$300,403.25

HS CONTACT:

Carrie Wolken

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Team Spirit Traffic Safety Program

PROJECT NUMBER:

13-CP-09-001

PROGRAM AREA:

09

JURISDICTION SIZE:

35,596

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Youth

AGENCY NAME:

Cape Girardeau Safe Communities

AGENCY CONTACT:

Ms. Sharee Galnore

PROJECT DESCRIPTION:

Team Spirit was developed and demonstrated by the Pacific Institute of Research and Evaluation under a cooperative agreement with the National Highway Traffic Safety Administration and the Office of Juvenile Justice and Delinquency Prevention.

Team Spirit is a carefully developed three-day summer training program for students and their advisors. This model is designed to develop natural leadership skills, explore knowledge, attitudes and behavior related to underage drinking, drinking and driving, driver inattention, speeding and lack of safety belt use, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending the training develop an action plan to implement upon returning to their school. Action planning includes; the identification of specific traffic safety-related problems, setting goals and objectives to address those problems, and a time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects.

Staff members are primarily made up of high school and college students along with adult staff to administer and assist. Peer-to-peer training is used by assigning youth facilitators to each school team to assist them through the action planning process. Mandatory staff training is held prior to the conference which provides the staff with an opportunity to review the action planning process, conference agendas, and team assignments, as well as volunteering for various conference tasks.

Two conferences are held each summer, one in central Missouri and one in southeast Missouri. These conferences are made available to all Missouri school districts. Each training is limited to no more than 12 teams with 10 students and 2 advisors per team. Letters, brochures and pre-conference registration materials are sent to school superintendents, principals, counselors and special group advisors. Follow-up phone calls are made and pre-site visits are made to offer additional information, answer questions, and to motivate and encourage teams to attend.

Additional four one-day Team Spirit trainings are held throughout Missouri during the school year. These workshops are provided in conjunction with the MoDOT District Offices and are made available to the high schools within each designated district. A team of 10 - 12 high school students will be recruited to attend from each school. Traffic Safety workshops will be presented and each team will complete an action plan to be implemented in their schools.

By adding the four one-day trainings, we now have the potential to reach more than 70 high schools during the 2012/2013 school year.

In addition, a Team Spirit Reunion is held once per year in Jefferson City. This one and one half day training is offered to all trained Team Spirit teams. The training serves as a re-motivator and energizer to teams and encourages them to continue action planning to address traffic safety concerns in their schools.

PROBLEM IDENTIFICATION:

A young driver's inexperience combined with extreme risk taking behavior has tragic consequences:

- Young drivers (under 21) are overrepresented in traffic crashes in proportion to the number of licensed drivers. Young

drivers comprise 10 percent of the licensed drivers and are involved in 30 percent of the traffic crashes.

-In 2010, 123 people were killed and 14,687 were injured in Missouri traffic crashes involving young drivers.

-A 2011 state-wide survey among high school students revealed a safety belt usage rate of only 67%. The overall state-wide safety belt usage rate is 79%.

-One person is killed or injured every 35 minutes in traffic crashes involving a young driver.

GOALS AND OBJECTIVES:

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors will implement projects and activities to address those at greatest risk in their schools and communities.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Eighteen high school teams participated in the 2013 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans will be implemented during the 2013/2014 school year.

Team Spirit participants attended ten workshops or presentations during the conference addressing;

- Keynote Address - Dr. Tim Crowley
- The "Convincer" - MSHP
- Team Building - TSgt. Jason Henke, MO National Guard
- Learning your "True Colors" - Bob Parr
- MSM with Dance and Drums - Bob Parr
- Teen Tragedy - Pam Holt
- Mock DWI Docu Drama Presentation with Speaker Ashton May
- Team Building - "Whale of a Good Time" - Bob Parr
- Action Plan Process
- Think First Presentation - Penny Lorenz
- Advisors Workshop - Dr. Tim Crowley

A Team Spirit Reunion was held in Jefferson City on March 4th and 5th, 2013 at the Capitol Plaza Hotel. Eleven previously trained Team Spirit Teams participated in the Reunion where they received additional resources to train other students to drive safe.

One Day Team Spirit Workshops were conducted in Kirksville, St. Joseph and Jefferson City which allowed an additional 21 schools to hear the safe driving messages and create action plans.

FUNDING:

AWARDED AMOUNT:

DISBURSED AMOUNT:

\$175,488.57

\$135,183.06

HS CONTACT:

Carrie Wolken

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Missouri Operation Lifesaver

PROJECT NUMBER:

13-RH-02-001

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Operation Lifesaver

AGENCY CONTACT:

Director Rick Mooney

PROJECT DESCRIPTION:

Operation Lifesaver will conduct safety presentations and Positive Enforcement Programs across Missouri. Eleven counties will be targeted that have been identified as having the most highway-rail collisions for the past two years. More presentations to drivers in those particular counties will be given. These 11 counties have had over 60% of the crashes and fatalities. Safety materials and supplies to supplement the education will be provided to the recipients. Spring is the primary time frame for most of these safety events to occur. Rail Safety Week in April will publicize the program and MoDOT's leadership role in this safety endeavor.

PROBLEM IDENTIFICATION:

Operation Lifesaver and MoDOT, along with the Highway Patrol, have partnered together to promote rail safety in Missouri. With Missouri having the second and third largest hubs for rail traffic in the nation, the number of trains traveling through Missouri reach record numbers. Missouri continues to see too many highway-rail fatalities and an alarming number of trespass fatalities. Fatalities at highway-rail crossings increased from 8 in 2010 to 13 in 2011 in 48 highway-rail grade crossing collisions and an additional 14 people seriously injured. Another 7 people were killed and 7 injured while walking on or along the railroad tracks in 2011. Educational and enforcement opportunities are critical to reversing these numbers.

The Missouri Department of Transportation Railroad Section, Operation Lifesaver, Missouri State Highway Patrol and many Missouri railroad companies have teamed up to try to reduce the number of highway-rail collisions and trespass incidents. MoDOT and Operation Lifesaver continue to be the lead partners, and work toward reducing grade crossing collisions through emphasis on the three E's:

- * Education
- * Enforcement
- * Engineering

GOALS AND OBJECTIVES:

The following items are target programs that partnerships have identified as critical elements to the success of outreach efforts:

- * Increase educational outreach in target/problem counties in which grade crossing collisions occur.
- * Reduce trespassers on railroad property through educational and enforcement programs.
- * Educate motor vehicle operators on hazards of driving around lights and gates in the down position.
- * Identify ways of reaching driver education programs to emphasize rail safety within their programs.
- * Alert law enforcement groups to motorists driving around gates or "near misses" to help enforce local/state laws.
- * Increase safety presentations and e-learning information to professional truck drivers to try to reduce the number of collisions between trucks and trains.
- * Work with the existing Blueprint for Highway Safety Coalitions to combine rail safety efforts with existing highway safety

initiatives.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Crashes in Missouri for 2013 are going to come in around the mid 40's for the fourth year in a row, although fatalities from these crashes are substantially down. In 2011 we had 13 fatalities and in 2012 we had 7, to date in 2013 we have experienced only 1 fatality at a crossing. The numbers through mid-October show 34 crashes with 1 fatality and 16 injuries which is similar to 2012 except for the huge reduction in fatalities. Trespass incidents have also declined from 2012. Currently, we are at 6 incidents with 5 fatalities and 6 injuries (in 2012 we had 15 incidents with 10 fatalities and 6 injuries). We are continuing to implement our action plan set forth by the Missouri Operation Lifesaver Board of Directors. Due to a couple of Officer on the Train events having to be cancelled in September and October because of high water and high train congestion we expended only \$9,502 of the \$10,000 grant made to Missouri Operation Lifesaver. The breakdown by project is as follows:

Educational Material for PEPs and Safety Presentations - \$5,000.00. We purchased 4,000 Trespass brochures, 4,000 new driver brochures, and 17,000 plastic key tags to hand out to the drivers we talk to at the crossings. A key safety tip brochure is given to each driver and then if they are buckled in their seat belt we give them a key tag. If they are not buckled we politely ask them if they would buckle up and if they do then we give them the key tag. To date we have conducted Positive Enforcement Programs (PEP) at 18 locations and reached almost 5,000 drivers.

Officer on the Train Events - \$5,000.00. We conducted 14 Officer on the Train (OOT) events around the state, but primarily focused them in and near our targets counties. These OOTs are performed with law enforcement officers in the engine of the train and multiple officers on the ground to chase violators. This is a substantial increase over 2012 as we only conducted 6 OOTs last year. Media releases were issued primarily through the MO State Highway Patrol for these OOT events. Radio, TV and newspaper interviews were conducted during most of these events.

Results of Targeting Counties - Decline in the Number of Crashes -- Thirteen counties were targeted in 2013 using crash data from 2011-2012. A total of 53 crashes with 14 fatalities and 23 injuries occurred in those 13 counties during the years 2011 and 2012. As a result of stepped up enforcement efforts through OOTs in those counties the preliminary numbers for crash data in 2013 are 12 crashes, 1 fatality and 7 injuries. Although the year is not over a substantial decline has resulted to date encouraging us to conduct even more OOT events in 2014.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$10,000.00	\$9,502.24

HS CONTACT:

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Motorcycle Safety Awareness

PROJECT NUMBER:

13-K6-12-001

PROGRAM AREA:

12

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

Funds from this grant will be used to run a media campaign aimed at motorists on Missouri roads. The awareness campaign will begin late April in coordination with May being designated Motorcycle Safety Awareness Month. It will include paid media in the form of radio advertising, internet advertising, gas pumper/topper ads, etc.

Incentive items in the form of yard signs, bumper sticker magnets, key chains, etc. will also be used in a grassroots approach to raise awareness.

PROBLEM IDENTIFICATION:

Motorcycle use is growing in Missouri. In 2008 there were 332,225 registered motorcycle operators in Missouri. By 2010 that number had grown to 356,183. In 2011 there were 82 people killed in motorcycle crashes. Approximately half of all fatal motorcycle crashes involve another vehicle.

GOALS AND OBJECTIVES:

- * Raise awareness to the motoring public about motorcycles.
- * Reduce the number of crashes involving other vehicles.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Motorcycle Awareness advertising ran through the month of May and on into the summer holidays to remind motorists to "Watch for Motorcycles". Advertising consisted of lighted placement on intrastate trucks, digital, online, radio and social media.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$162,719.64	\$73,052.18

HS CONTACT:

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**Federal Fiscal Year 2013 Missouri Highway Safety Plan Annual Report Budget
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Program	Project	Description	Obligated Funds	Expended Funds
402	PA-2013-02-01-00	THSD-Planning and Administration	\$100,699.19	\$93,423.41
402	AL-2013-03-01-00	THSD-Impaired Driving Countermeasures	\$40,000.00	\$22,597.17
402	EM-2013-02-01-00	Univ of MO Curators-Emergency Responder	\$32,970.00	\$32,970.00
402	MC-2013-12-01-00	MO Safety Center-Motorcycle All-Rider He	\$26,602.71	\$18,293.80
402	OP-2013-05-01-00	Gladstone Pub Safety-Occupant Protection	\$2,000.00	\$1,469.26
402	OP-2013-05-02-00	KC MO Bd of Police-Occupant Protection P	\$50,000.00	\$41,989.02
402	OP-2013-05-03-00	MO Safety Center-CIOT Enforcement	\$188,000.00	\$91,911.21
402	OP-2013-05-06-00	MO Safety Center-Statewide Seat Belt Sur	\$159,755.08	\$146,964.70
402	OP-2013-05-07-00	MO Safety Center-Teen Seat Belt Survey (\$72,362.88	\$72,152.00
402	OP-2013-05-08-00	MO Safety Center-Youth Seat Belt Enforce	\$56,361.13	\$24,812.19
402	OP-2013-05-09-00	Chesterfield Police Dept-CPS/Traffic Saf	\$28,261.92	\$28,135.36
402	PS-2013-02-01-00	THSD-Bicycle & Pedestrian Safety	\$500.00	\$0.00
402	PT-2013-00-C3-00	Delete	\$0.00	\$0.00
402	PT-2013-02-00-00	THSD-Statewide PTS	\$1,418,838.21	\$0.00
402	PT-2013-02-01-00	THSD-TWEEN Safety Program	\$20,000.00	\$10,180.00
402	PT-2013-02-02-00	Belton Police-HMV	\$9,390.00	\$8,822.26
402	PT-2013-02-03-00	Blue Springs Police-HMV	\$5,095.00	\$4,115.11
402	PT-2013-02-04-00	Buchanan Co Sheriff-Highway Enforcement	\$3,000.00	\$2,684.77
402	PT-2013-02-05-00	Cass County Sheriff-HMV	\$6,600.00	\$3,837.47
402	PT-2013-02-07-00	Clay Co Sheriff-HMV Enforcement	\$10,000.00	\$3,637.99
402	PT-2013-02-08-00	Gladstone Pub Safety-HMV	\$7,875.00	\$4,947.86
402	PT-2013-02-09-00	Grain Valley Police-HMV	\$2,688.00	\$2,525.47
402	PT-2013-02-10-00	Grandview Police-HMV	\$10,000.00	\$9,961.12
402	PT-2013-02-11-00	Independence Police-HMV	\$170,000.00	\$170,000.00
402	PT-2013-02-12-00	Jackson County Sheriff-HMV	\$35,000.00	\$31,541.73
402	PT-2013-02-13-00	KC MO Bd of Police-HMV Enforcement	\$210,000.00	\$173,060.84
402	PT-2013-02-14-00	Lee's Summit Police-HMV	\$35,000.00	\$33,363.05
402	PT-2013-02-15-00	Liberty Police-HMV	\$7,600.00	\$7,408.08
402	PT-2013-02-16-00	Bolivar Police-2013 Hazard Mov Enf	\$3,000.00	\$2,995.53
402	PT-2013-02-17-00	North Kansas City Police-HMV	\$7,000.00	\$5,907.50
402	PT-2013-02-18-00	Perculiar Police-Haz Mov Enf	\$2,000.00	\$0.00
402	PT-2013-02-19-00	Platte Co Sheriff-Traffic Safety Officer	\$20,434.50	\$18,056.70
402	PT-2013-02-20-00	Platte Co Sheriff-Haz Mov Violation	\$10,000.00	\$9,770.73
402	PT-2013-02-21-00	Raymore Police-HMV Enf	\$2,000.00	\$1,945.05
402	PT-2013-02-22-00	Raytown Police-HMV Enf	\$10,750.00	\$8,947.76
402	PT-2013-02-23-00	Sedalia Police-HMV	\$2,510.00	\$1,290.66
402	PT-2013-02-24-00	St. Joseph Police-HMV	\$6,000.00	\$5,999.85
402	PT-2013-02-25-00	Sugar Creek Police-HMV	\$3,120.00	\$1,130.93
402	PT-2013-02-26-00	Traffic & Hwy Safety Div-Statewide HMV	\$29,000.00	\$22,302.05
402	PT-2013-02-27-00	Branson Police - HMV Enf	\$3,000.00	\$0.00
402	PT-2013-02-28-00	Boone Co Sheriff-HMV Full time/Slowdown	\$76,271.06	\$10,368.95
402	PT-2013-02-29-00	Butler County-HMV Enf	\$5,908.32	\$5,417.03
402	PT-2013-02-30-00	Callaway Co Sheriff Dept-Callaway Co She	\$7,500.00	\$7,379.26
402	PT-2013-02-31-00	Carthage Police-Speed Enf	\$2,000.00	\$767.76
402	PT-2013-02-32-00	Christian Co Sheriff-HMV Grant	\$6,000.00	\$4,002.13
402	PT-2013-02-34-00	Cole Co Sheriff-HMV	\$5,000.00	\$2,788.13
402	PT-2013-02-35-00	Columbia Police-Occupant Protection	\$3,000.00	\$1,393.91
402	PT-2013-02-36-00	Columbia Police-HMV	\$11,752.50	\$8,685.63
402	PT-2013-02-37-00	Farmington Police-HMV	\$6,000.00	\$5,458.00
402	PT-2013-02-38-00	Green Co Sheriff-HMV Enf	\$75,000.00	\$74,688.90
402	PT-2013-02-39-00	Howell Co Sheriff-HMV	\$3,500.00	\$3,342.50
402	PT-2013-02-40-00	Jefferson City Police-HMV Enf	\$20,000.00	\$19,109.58

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Program	Project	Description	Obligated Funds	Expended Funds
402	PT-2013-02-41-00	Joplin Police-HMV	\$8,000.00	\$7,669.47
402	PT-2013-02-42-00	Lawrence Co Sheriff-HMV Enf	\$3,160.50	\$3,052.30
402	PT-2013-02-43-00	Mountain View Police-HMV	\$1,100.00	\$1,094.64
402	PT-2013-02-44-00	Newton Co Sheriff-HMV	\$6,800.00	\$6,456.18
402	PT-2013-02-45-00	Nixa Police-HMV	\$7,000.00	\$5,892.93
402	PT-2013-02-46-00	Osage Beach Police-HMV Enf	\$4,000.00	\$3,382.50
402	PT-2013-02-47-00	Ozark Police-HMV	\$4,000.00	\$3,893.04
402	PT-2013-02-48-00	Pemiscot Co Sheriff-HMV Enf	\$1,800.00	\$1,796.56
402	PT-2013-02-49-00	West Plains Police-HMV	\$4,000.00	\$3,999.63
402	PT-2013-02-50-00	Phelps Co Sheriff-Speed Enf/HMV	\$4,500.00	\$4,020.48
402	PT-2013-02-51-00	Pulaski Co Sheriff-HMV	\$5,000.00	\$3,129.02
402	PT-2013-02-52-00	Republic Police-HMV Enf	\$2,500.00	\$2,484.53
402	PT-2013-02-53-00	Rolla Police-HMV	\$6,000.00	\$5,665.17
402	PT-2013-02-54-00	Scott Co Sheriff-HMV	\$2,800.00	\$607.74
402	PT-2013-02-55-00	Springfield Police-HMV Enf	\$75,100.00	\$72,582.15
402	PT-2013-02-56-00	St Robert Police-HMV	\$2,500.00	\$1,452.62
402	PT-2013-02-57-00	Stone Co Sheriff-Safe Driver	\$3,500.00	\$2,169.16
402	PT-2013-02-58-00	Washington Co Sheriff-HMV	\$4,000.00	\$3,961.78
402	PT-2013-02-59-00	Webb City Police-HMV	\$7,215.03	\$7,214.32
402	PT-2013-02-60-00	Webster Co Sheriff-HMV	\$5,000.00	\$4,913.35
402	PT-2013-02-61-00	Arnold Police Dept-HMV	\$11,875.00	\$11,874.80
402	PT-2013-02-62-00	University City Police-HMV	\$7,500.00	\$0.00
402	PT-2013-02-63-00	Arnold Police-Seatbelt Compliance	\$5,000.00	\$4,999.76
402	PT-2013-02-64-00	Ballwin Police-HMV	\$4,000.00	\$3,998.23
402	PT-2013-02-65-00	Ballwin Police-Occupant Protection Enf	\$2,500.00	\$2,495.22
402	PT-2013-02-66-00	Bellefontaine Neighbors Police-Aggressiv	\$6,000.00	\$5,402.29
402	PT-2013-02-67-00	Brentwood Police-Protecting Motorists	\$8,500.00	\$8,500.00
402	PT-2013-02-68-00	Bridgeton Police-HMV	\$12,000.00	\$4,287.69
402	PT-2013-02-69-00	Byrnes Mill Police-Arrive Alive	\$2,500.00	\$0.00
402	PT-2013-02-70-00	Chesterfield Police-HMV	\$7,968.00	\$7,552.81
402	PT-2013-02-71-00	Creve Coeur Police-Speed Enforcement	\$7,000.00	\$6,938.63
402	PT-2013-02-72-00	Creve Coeur Police-Click It or Ticket	\$6,600.00	\$5,863.11
402	PT-2013-02-73-00	Crystal City Police-HMV	\$4,000.00	\$3,833.91
402	PT-2013-02-74-00	Des Peres Pub Safety-HMV	\$3,570.00	\$3,184.56
402	PT-2013-02-75-00	Eureka Police-HMV	\$12,000.00	\$9,533.20
402	PT-2013-02-76-00	Eureka Police-Occupant Protection	\$2,500.00	\$2,484.79
402	PT-2013-02-77-00	Ferguson Police-HMV	\$5,000.00	\$4,042.60
402	PT-2013-02-78-00	Festus Police-HMV Overtime Enf	\$12,000.00	\$11,968.70
402	PT-2013-02-79-00	Florissant Police-HMV	\$10,000.00	\$6,080.71
402	PT-2013-02-80-00	Florissant Police-Occupant Protection	\$5,000.00	\$3,448.58
402	PT-2013-02-81-00	Foristell Police-Traffice Safety- HMV	\$2,500.00	\$2,366.61
402	PT-2013-02-82-00	Franklin Co Sheriff-HMV	\$21,980.00	\$21,702.44
402	PT-2013-02-83-00	Glendale Police-HMV	\$2,000.00	\$1,503.77
402	PT-2013-02-84-00	Hazelwood Police-HMV	\$12,886.20	\$12,873.92
402	PT-2013-02-85-00	Hazelwood Police-Occupant Protection	\$5,000.00	\$4,988.92
402	PT-2013-02-86-00	Jefferson Co Sheriff-HMV	\$166,383.36	\$164,229.84
402	PT-2013-02-87-00	Lake St Louis Police-HMV	\$2,000.00	\$1,882.73
402	PT-2013-02-88-00	Webster Groves Police-Seatbelt Enforceme	\$2,500.00	\$2,499.29
402	PT-2013-02-89-00	Manchester Police-HMV	\$7,200.00	\$7,193.91
402	PT-2013-02-90-00	Maryland Heights Police-I-270 Speed Enfo	\$14,000.00	\$12,654.03
402	PT-2013-02-91-00	Maryland Heights Police-Safety & Drivers	\$2,422.92	\$1,749.43
402	PT-2013-02-92-00	Moberly Police-HMV	\$2,500.00	\$540.39

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Program	Project	Description	Obligated Funds	Expended Funds
402	PT-2013-02-93-00	Moline Acres Police-HMV	\$6,500.00	\$6,478.97
402	PT-2013-02-94-00	O'Fallon Police-Speeding/Red Light Enfor	\$19,852.80	\$12,652.83
402	PT-2013-02-95-00	Olivette Police-HMV	\$4,500.00	\$3,658.72
402	PT-2013-02-96-00	Overland Police-Hazardous and Speeding	\$7,500.00	\$4,637.03
402	PT-2013-02-97-00	Overland Police-Occupant Protection	\$2,500.00	\$2,060.71
402	PT-2013-02-98-00	Pevely Police-HMV	\$8,000.00	\$7,395.80
402	PT-2013-02-99-00	Richmond Heights Police-HMV	\$7,500.00	\$7,408.74
402	PT-2013-02-A0-00	Shrewsbury Police-HMV and Speeders	\$5,000.00	\$5,000.00
402	PT-2013-02-A1-00	Webster Groves Police-HMV	\$5,000.00	\$4,989.91
402	PT-2013-02-A2-00	St Charles City Police-HMV	\$16,536.00	\$16,536.00
402	PT-2013-02-A3-00	St Charles City Police-Occupant Protecti	\$2,848.00	\$497.82
402	PT-2013-02-A4-00	St Charles Co Sheriff-HMV	\$20,000.00	\$13,906.95
402	PT-2013-02-A5-00	Washington Police-HMV	\$4,000.00	\$3,997.62
402	PT-2013-02-A6-00	St John Police-HMV	\$4,000.00	\$4,000.00
402	PT-2013-02-A7-00	St Louis Co Police-Highway Safety Unit	\$304,387.00	\$304,386.91
402	PT-2013-02-A8-00	St Louis Metro Police-HMV/Speed Enforcem	\$150,000.00	\$139,840.90
402	PT-2013-02-A9-00	St Peters Police-HMV	\$20,000.00	\$19,911.08
402	PT-2013-02-B0-00	Town & Country Police-HMV	\$16,000.00	\$15,043.60
402	PT-2013-02-B1-00	Troy Police-HMV	\$4,500.00	\$4,458.44
402	PT-2013-02-B2-00	Union Police-HMV	\$7,500.00	\$7,493.74
402	PT-2013-02-B3-00	Willow Springs Police-HMV	\$2,000.00	\$1,178.10
402	PT-2013-02-B4-00	THSD-Travel Training Studies	\$55,000.00	\$14,034.91
402	PT-2013-02-B5-00	THSD-LETSAC	\$35,000.00	\$33,511.55
402	PT-2013-02-B6-00	THSD-PI Creative Services	\$30,000.00	\$30,000.00
402	PT-2013-02-B7-00	THSD-Public Info & Education General	\$20,000.00	\$0.00
402	PT-2013-02-B8-00	THSD-PTS Program Coordination	\$247,500.00	\$135,317.76
402	PT-2013-02-B9-00	THSD-Engineering Coordination	\$1,650.00	\$0.00
402	PT-2013-02-C0-00	MSHP-Click It or Ticket Enforcement	\$120,000.00	\$99,876.47
402	PT-2013-02-C1-00	Mo Southern St Univ-Law Enf Training	\$24,000.00	\$21,000.00
402	PT-2013-02-C2-00	MSHP-Skill Development	\$20,000.00	\$17,243.71
402	PT-2013-02-C3-00	MSHP-Radar/EVOC/Instr Develop/Equip Mate	\$84,284.00	\$63,653.22
402	PT-2013-02-C4-00	St Ann Police-Traffic Enforcement	\$5,000.00	\$2,359.49
402	PT-2013-02-C5-00	MSHP-HMV	\$94,980.00	\$92,869.46
402	PT-2013-02-C6-00	MSHP-Speed Enforcement	\$74,960.00	\$73,833.57
402	PT-2013-02-C7-00	KC MO Bd of Police-Adv Crash Inv Trainin	\$15,740.00	\$15,740.00
402	PT-2013-02-C8-00	Cape Girardeau PD-Drivers Committing Movi	\$6,500.00	\$5,160.48
402	PT-2013-02-C9-00	Jackson Police-HMV	\$3,000.00	\$2,975.88
402	PT-2013-02-D0-00	Kennett Police-Speed and HMV	\$4,000.00	\$3,825.84
402	PT-2013-02-D1-00	Berkeley Police Dept - HMV	\$3,750.00	\$3,750.00
402	PT-2013-02-D2-00	Potosi PD - HMV	\$4,000.00	\$2,670.33
402	TR-2013-06-02-00	MSHP-SAC Support	\$4,826.92	\$3,918.89
402	AI-2013-04-01-00	MSHP-Accident Investigation Training	\$71,160.50	\$44,841.50
402	AI-2013-04-02-00	MO Safety Center-Crash Investigation Tra	\$64,655.22	\$41,597.74
402	CP-2013-09-01-00	Cape Girardeau Safe C-Team Spirit Traffi	\$175,488.57	\$135,183.06
402	CP-2013-09-02-00	Univ of MO Curators-Think First MO	\$336,122.22	\$336,122.22
402	CP-2013-09-03-00	THSD-Young Driver	\$40,900.00	\$35,038.02
402	DE-2013-02-01-00	THSD-Mature Driver Project	\$4,000.00	\$0.00
402	DE-2013-02-02-00	MO Police Chief Assn-LE Driving & Respon	\$31,119.00	\$29,953.50
402	DE-2013-02-03-00	MO Sheriff Assn- Emergency Vehicle Drive	\$12,014.00	\$1,949.41
402	DE-2013-02-04-00	MO Safety Center-Driver Improvement Prog	\$27,770.33	\$26,583.44
402	DL-2013-02-01-00	Washington Univ-Expand Med Fit to Drive	\$117,553.00	\$117,552.98
402	DL-2013-02-02-00	University of MO Curators-Older Driver T	\$138,368.16	\$90,903.41

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Program	Project	Description	Obligated Funds	Expended Funds
402	RH-2013-02-01-00	MO Operation Lifesaver-MO Operation Life	\$10,000.00	\$9,502.24
402	RS-2013-11-02-00	THSD-MoDOT Traffic Safety Conference	\$36,000.00	\$29,900.84
402	RS-2013-11-03-00	THSD-TEAP	\$60,000.00	\$56,091.62
402	SA-2013-09-01-00	St Joseph Safety & Health-Traffic Safety	\$17,564.00	\$17,500.96
402	SA-2013-09-02-00	Cape Girardeau Safe Comm-Safe Communitie	\$69,053.75	\$57,179.60
402	SA-2013-09-03-00	Ozark Technical Comm College-Safe Commun	\$39,085.00	\$31,210.84
402	SE-2013-02-01-00	Harrisonville Police-Speed Enforcement	\$2,000.00	\$1,956.04
402	SE-2013-02-02-00	St Clair Police-Speed Enforcement	\$2,000.00	\$1,862.02
402	CR-2013-05-01-00	THSD-CPS Activities	\$5,900.00	\$5,645.65
402	CR-2013-05-02-00	THSD-Child Passenger Safety Coord	\$66,000.00	\$33,435.09
402	CR-2013-05-03-00	Lincoln Co Health Dept-2013 CPS Summit	\$8,000.00	\$7,343.52
402	PM-2013-02-01-00	THSD-Work Zone Media	\$50,000.00	\$50,000.00
402	PM-2013-02-02-00	THSD-Youth Seat Belt Media Campaign	\$150,000.00	\$138,704.02
402	PM-2013-02-03-00	THSD-CIOT Paid Media	\$175,000.00	\$116,952.07
402	YA-2013-03-01-00	Springfield Police-Youth Alcohol Enforce	\$30,000.00	\$20,104.50
402	YA-2013-03-02-00	THSD-Youth Alcohol Program Coordination	\$81,400.00	\$77,446.05
NHTSA 402 Total			\$6,857,674.98	\$4,470,500.62

408	K9-2013-04-00-00	THSD-Statewide Data Program	\$159,127.55	\$0.00
408	K9-2013-04-01-00	Lee's Summit Police- E-Ticketing	\$25,000.00	\$24,857.40
408	K9-2013-04-02-00	THSD-Traffic Records Program Coordinatio	\$15,500.00	\$9,641.58
408	K9-2013-04-03-00	REJIS-LETS Sustainment 2012-13	\$36,908.00	\$30,070.28
408	K9-2013-04-04-00	St Louis Co Police-Electronic Ticketing	\$40,000.00	\$39,993.99
408	K9-2013-04-05-00	OSCA-ETR Upgrade & Monitoring	\$224,900.00	\$201,451.23
408	K9-2013-04-06-00	THSD-Traffic Records Data Improvement	\$5,000.00	\$956.37
408	K9-2013-04-07-00	MO DHSS- CODES	\$45,000.00	\$13,228.17
408	K9-2013-04-08-00	MSHP-Stwide Traffic Accident Records Sys	\$115,540.00	\$107,588.61
408	K9-2013-04-09-00	MSHP - MUAR Revision	\$50,000.00	\$44,814.21
408	K9-2013-04-10-00	REJIS-Electronic Records Adoption Improv	\$29,400.55	\$27,823.78
408	K9-2013-04-11-00	MO DHSS-EMS Run Electronic Reporting	\$5,040.00	\$0.00
408	K9-2013-04-12-00	THSD-EMS Run Reporting	\$32,974.02	\$32,974.02
408 Data Program SAFETEA-LU Total			\$784,390.12	\$533,399.64

410	K8-2013-03-00-00	THSD-Statewide Alcohol Program	\$753,896.68	\$0.00
410	K8-2013-03-01-00	MO Safety Center-Impaired Driver Counter	\$551,108.08	\$414,538.62
410	K8-2013-03-02-00	K C MO Board of Police Comm-Sobriety Che	\$159,075.49	\$158,608.43
410	K8-2013-03-03-00	K C MO Board of Police Comm-Youth Alcoho	\$33,600.00	\$18,595.17
410	K8-2013-03-04-00	K C MO Board of Police Comm-DWI Enf	\$146,000.00	\$135,026.53
410	K8-2013-03-05-00	Kearney Police-DWI Enf	\$3,000.00	\$1,164.51
410	K8-2013-03-06-00	Lee's Summit Police-DWI Enf	\$49,000.00	\$48,382.52
410	K8-2013-03-07-00	Peculiar Police-DWI Enforcement	\$2,420.00	\$0.00
410	K8-2013-03-08-00	Pettis County Sheriff-Hazardous Moving V	\$4,000.00	\$0.00
410	K8-2013-03-09-00	Platte Co Sheriff-DWI Ckpoint/Wolfpacks	\$4,290.00	\$4,285.61
410	K8-2013-03-10-00	Pleasant Hill Police-Sobriety Ck/Saturat	\$6,000.00	\$3,261.63
410	K8-2013-03-11-00	Raymore Police-Sobriety Ck/DWI Enforceme	\$6,000.00	\$5,955.95
410	K8-2013-03-12-00	Sedalia Police-DWI Enf/ Sobriety Ckpoint	\$8,287.00	\$3,101.03
410	K8-2013-03-13-00	Smithville Police-Sobriety Ck / DWI Satu	\$8,000.00	\$3,182.21
410	K8-2013-03-14-00	St Joseph Police-Sobriety Ckpoint	\$5,382.75	\$5,382.75
410	K8-2013-03-15-00	St Joseph Police-Midland Empire Alcohol	\$19,000.00	\$18,999.79
410	K8-2013-03-17-00	Carterville Police-SW MO DWI Taskforce	\$4,500.00	\$3,841.26
410	K8-2013-03-18-00	Carthage Police-DWI Enforce & Ckpoints	\$5,225.00	\$4,014.31
410	K8-2013-03-19-00	Morgan Co Sheriff-Drink You Drive You Ge	\$6,000.00	\$5,800.00

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Program	Project	Description	Obligated Funds	Expended Funds
410	K8-2013-03-20-00	Jefferson Co Sheriff-DWI Enforcement Uni	\$90,958.00	\$87,438.53
410	K8-2013-03-21-00	Greene Co Sheriff-DWI Enforcement	\$75,000.00	\$65,203.79
410	K8-2013-03-22-00	Jefferson City Police-DWI Enforcement	\$25,000.00	\$23,885.38
410	K8-2013-03-23-00	University City Police-DWI Enforcement	\$7,500.00	\$0.00
410	K8-2013-03-24-00	Ballwin Police-DWI Enforcement	\$7,500.00	\$7,497.09
410	K8-2013-03-25-00	Berkeley Police Dept-DWI / Youth Alcohol	\$3,750.00	\$3,750.00
410	K8-2013-03-27-00	Byrnes Mill Police-DWI	\$8,500.00	\$0.00
410	K8-2013-03-29-00	Chesterfield Police-Sobriety Ck/Saturati	\$19,000.00	\$17,131.78
410	K8-2013-03-30-00	Cottleville Police-St Charles Cnty DWI T	\$5,000.00	\$307.37
410	K8-2013-03-31-00	Creve Coeur Police-DWI Officer	\$47,972.50	\$47,972.50
410	K8-2013-03-32-00	Creve Coeur Police-Sobriety/ DWI/ BATVAN	\$25,600.00	\$17,573.35
410	K8-2013-03-33-00	Des Peres Pub Safety-DWI Enforcement	\$3,570.00	\$1,108.22
410	K8-2013-03-34-00	Eureka Police-Sobriety Ck/ DWI/ YA	\$18,000.00	\$10,255.28
410	K8-2013-03-35-00	Festus Police-DWI Enf/ Youth Alcohol	\$18,500.00	\$15,755.87
410	K8-2013-03-36-00	Florissant Police-DWI Enforcement	\$15,000.00	\$7,112.94
410	K8-2013-03-37-00	Foristell Police-DWI Enforcement	\$2,500.00	\$2,476.45
410	K8-2013-03-38-00	Franklin Co Sheriff-Sobriety Ck/DWI Sat/	\$43,000.00	\$25,002.77
410	K8-2013-03-39-00	Franklin Co Sheriff-Traffic Safety/DWI U	\$95,000.00	\$87,252.18
410	K8-2013-03-40-00	Hazelwood Police-BAT VAN Operator	\$4,000.00	\$2,152.92
410	K8-2013-03-41-00	Hazelwood Police-DWI Enforcement	\$22,526.40	\$20,566.88
410	K8-2013-03-42-00	Jefferson Co Sheriff-DWI Enforcement	\$179,072.00	\$178,950.08
410	K8-2013-03-43-00	Jefferson Co Sheriff-YA Enforcement	\$179,072.00	\$178,726.64
410	K8-2013-03-44-00	Jefferson Co Sheriff-Sobriety Ckpoint	\$63,811.80	\$63,021.60
410	K8-2013-03-45-00	Kirkwood Police-DWI Apprehension	\$12,500.00	\$9,629.63
410	K8-2013-03-46-00	Lake St Louis Police-Sobriety Ck/DWI Sat	\$8,000.00	\$7,906.54
410	K8-2013-03-47-00	Manchester Police-City Wide DWI Enforcem	\$3,500.00	\$3,482.89
410	K8-2013-03-48-00	Moberly Police-Sobriety Checkpoint	\$3,750.00	\$1,216.39
410	K8-2013-03-49-00	O'Fallon Police-Sobriety Ck/ Sat/ YA	\$28,000.00	\$25,808.32
410	K8-2013-03-50-00	Olivette Police-DWI Enforcement	\$10,000.00	\$9,999.99
410	K8-2013-03-51-00	Overland Police-Ckpoint/Saturation/YA	\$20,000.00	\$13,198.88
410	K8-2013-03-52-00	Pevely Police-DWI Wolfpack	\$6,000.00	\$5,448.73
410	K8-2013-03-53-00	St Charles City Police-Sobriety Ck/Sat/Y	\$30,000.00	\$11,978.45
410	K8-2013-03-54-00	St Charles Co Sheriff-DWI Sat/Wolf Pack	\$53,200.00	\$33,081.58
410	K8-2013-03-55-00	St Charles Co Sheriff-DWI Ck Points	\$22,000.00	\$10,927.28
410	K8-2013-03-56-00	St Charles Co Sheriff-Youth Alcohol Enf	\$10,000.00	\$9,789.45
410	K8-2013-03-57-00	St Clair Police-DWI Enforcement	\$3,000.00	\$2,851.05
410	K8-2013-03-58-00	St John Police-Sobriety Ck/ DWI Enforcem	\$20,000.00	\$17,923.94
410	K8-2013-03-59-00	St Louis Co Police-Sobriety Ck/ DWI Enfo	\$75,500.00	\$67,129.98
410	K8-2013-03-60-00	Washington Police-Sobriety Ck/ Youth Alc	\$7,500.00	\$7,498.17
410	K8-2013-03-61-00	Union Police-DWI Enforcement	\$15,759.00	\$12,740.93
410	K8-2013-03-62-00	Troy Police-Sobriety Ck/ DWI Enforcement	\$11,500.00	\$10,511.10
410	K8-2013-03-63-00	THSD-Travel and Sponsorship AL	\$10,000.00	\$422.49
410	K8-2013-03-64-00	THSD-Alcohol Coordination	\$88,000.00	\$74,044.36
410	K8-2013-03-65-00	MSHP-Wolfpack DWI Project	\$49,824.00	\$34,496.97
410	K8-2013-03-66-00	Eastern MO Law Enforce-DRE Training	\$8,000.00	\$0.00
410	K8-2013-03-67-00	MO Southern St Univ-Alcohol Training for	\$57,000.00	\$57,000.00
410	K8-2013-03-68-00	MSHP-DRE/BAC/SFST/DRE Conf/ARIDE	\$79,689.24	\$54,154.87
410	K8-2013-03-69-00	MO Offc Prosecution-Traffic Safety Resou	\$190,220.94	\$155,488.10
410	K8-2013-03-70-00	MO Police Chiefs Assn-DITEP Training	\$32,939.30	\$22,785.39
410	K8-2013-03-71-00	MSHP-DWI Prevention/ Support Activity	\$58,070.00	\$48,235.14
410	K8-2013-03-72-00	Potosi PD - DWI Enforcement DWI Checkpoi	\$7,500.00	\$6,558.62
410	K8-2013-03-73-00	Liberty Police Dept-DWI Enforcement	\$7,824.00	\$5,099.03

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Program	Project	Description	Obligated Funds	Expended Funds
410	K8-2013-03-74-00	MSHP-Breath Instrument Upgrade	\$81,900.00	\$81,900.00
410 Alcohol SAFETEA-LU Total			\$3,745,794.18	\$2,498,590.21

2010	K6-2013-00-00-00	THSD-Statewide Motorcycle Safety	\$0.00	\$0.00
2010	K6-2013-12-01-00	THSD-Motorcycle Safety Awareness	\$112,719.64	\$73,052.18
2010 Motorcycle Safety Total			\$112,719.64	\$73,052.18

2011	K3-2013-05-00-00	THSD-Statewide CPS	\$131,432.10	\$0.00
2011	K3-2013-05-01-00	THSD- CPS (2011)(d)	\$213,806.00	\$149,528.14
2011	K3-2013-05-03-00	MO Safety Center-CPS Week Enforcement	\$75,000.00	\$42,332.35
2011	K3-2013-05-04-00	Safe Kids Coalition Springfield-Springfi	\$8,000.00	\$3,739.80
2011	K3-2013-05-05-00	Univ of MO Curators-Columbia Safe Kids C	\$7,960.50	\$2,676.20
2011	K3-2013-05-06-00	Safe Kids St Louis-StL Safe Kids Coaliti	\$7,979.00	\$4,974.00
2011	K3-2013-05-07-00	Alliance of SW MO-Child Passenger Safety	\$7,302.00	\$3,231.60
2011	K3PM-2013-05-01-00	THSD-CPS Week Paid Media	\$100,000.00	\$100,000.00
2011 Child Seats Total			\$551,479.60	\$306,482.09

154	154AL-2013-05-00-00	THSD-Statewide Program	\$3,637,738.56	\$0.00
154	154AL-2013-AL-01-00	Belton Police Dept-Sobriety Ck/DWI Enfor	\$14,300.00	\$13,570.67
154	154AL-2013-AL-02-00	Blue Springs Police Dept-DWI Enforcement	\$3,000.00	\$738.96
154	154AL-2013-AL-03-00	Cass County Sheriff- Sobriety Ck/DWI	\$10,000.00	\$9,681.20
154	154AL-2013-AL-04-00	Chillicothe Police Dept-DWI Enforcement	\$3,000.00	\$2,674.80
154	154AL-2013-AL-05-00	Clay County Sheriff-DWI Enf/Sobriety Ck/	\$15,000.00	\$5,062.86
154	154AL-2013-AL-06-00	Cleveland Police Dept-Cass Cnty Step Pro	\$1,000.00	\$918.25
154	154AL-2013-AL-07-00	Gladstone Dept of Pub Safety-DWI Enforce	\$11,000.00	\$9,415.56
154	154AL-2013-AL-08-00	Grain Valley Police Dept-DWI Enforcement	\$2,800.00	\$2,461.64
154	154AL-2013-AL-09-00	Grandview Police Dept-DWI Enforcement	\$12,000.00	\$11,998.18
154	154AL-2013-AL-10-00	Harrisonville Police Dept-DWI/Sobriety C	\$3,000.00	\$2,844.38
154	154AL-2013-AL-11-00	Independence Police Dept-Sobriety Ck/DWI	\$200,000.00	\$198,401.95
154	154AL-2013-AL-12-00	Jackson County Sheriff-Full-Time DWI Uni	\$185,345.00	\$146,837.50
154	154AL-2013-AL-13-00	Jackson County Sheriff-Sobriety Ck/Satur	\$44,000.00	\$37,510.90
154	154AL-2013-AL-14-00	Barry County Sheriff-DWI Enforcement	\$2,400.00	\$1,880.64
154	154AL-2013-AL-15-00	Billings Police Dept-DWI Enforcement	\$2,000.00	\$1,905.16
154	154AL-2013-AL-16-00	Bolivar Police Dept-DWI Enforce/Youth AI	\$6,000.00	\$5,319.62
154	154AL-2013-AL-17-00	THSD - Statewide DWI	\$27,200.00	\$24,212.56
154	154AL-2013-AL-18-00	Boone Co Sheriff-Sobriety Ck/Sat Patrol/	\$21,915.00	\$13,397.58
154	154AL-2013-AL-19-00	Boone Co Sheriff-Full-Time DWI/Traffic U	\$56,373.64	\$51,738.82
154	154AL-2013-AL-20-00	Branson Police Dept-DWI Enforce/Youth AI	\$7,000.00	\$1,638.79
154	154AL-2013-AL-21-00	Butler Co Sheriff-Heartland DWI Enforce	\$8,340.58	\$8,165.95
154	154AL-2013-AL-22-00	Camden Co Sheriff-DWI Enforce & Reductio	\$8,000.00	\$7,998.47
154	154AL-2013-AL-23-00	Camden Co Sheriff-DWI Enforcement	\$41,721.02	\$34,249.37
154	154AL-2013-AL-24-00	Cape Girardeau Co Sheriff-DWI OT Enforce	\$8,700.00	\$8,612.98
154	154AL-2013-AL-25-00	Cape Girardeau Police-Sobriety Checkpoin	\$2,800.00	\$2,775.61
154	154AL-2013-AL-26-00	Caruthersville Police Dept-DWI Enforceme	\$1,900.00	\$1,822.90
154	154AL-2013-AL-27-00	Christian Co Sheriff-DWI Overtime	\$10,000.00	\$8,862.35
154	154AL-2013-AL-28-00	Cole County Sheriff-Sobriety Ck/DWI Enfo	\$23,878.00	\$17,028.58
154	154AL-2013-AL-29-00	Columbia Police Dept-Sobriety Checkpoint	\$12,500.00	\$11,530.84
154	154AL-2013-AL-30-00	Columbia Police Dept-DWI Full Time Unit	\$68,579.20	\$67,059.20
154	154AL-2013-AL-31-00	Dallas County Sheriff-DWI Enforcement	\$4,800.00	\$3,686.26
154	154AL-2013-AL-32-00	Farmington Police-You Booze, You Lose	\$5,000.00	\$1,057.51
154	154AL-2013-AL-34-00	Greene Co Sheriff-Youth Alcohol Enforcem	\$40,000.00	\$38,887.40
154	154AL-2013-AL-35-00	Greene Co Sheriff-DWI Enforcement Unit	\$69,199.41	\$67,974.31

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Program	Project	Description	Obligated Funds	Expended Funds
154	154AL-2013-AL-36-00	Hollister Police Dept-DWI Enforcement	\$2,775.00	\$1,836.60
154	154AL-2013-AL-37-00	Howell County Sheriff-DWI Enforcement	\$6,500.00	\$6,499.98
154	154AL-2013-AL-38-00	Jackson Police Dept-DWI Enforcement	\$2,000.00	\$1,890.77
154	154AL-2013-AL-39-00	Jasper Co Sheriff-DWI Wolf Pack & Ck Poi	\$23,000.00	\$16,514.57
154	154AL-2013-AL-41-00	Joplin Police-Full-Time DWI Unit	\$93,080.78	\$92,828.28
154	154AL-2013-AL-42-00	Joplin Police-DWI Enforce & Youth Alchoh	\$11,250.00	\$11,250.00
154	154AL-2013-AL-43-00	Kennett Police Dept-Sobriety Ck/DWI Satu	\$18,000.00	\$17,975.00
154	154AL-2013-AL-44-00	Lamar Police-You Drink You Drive You Los	\$2,100.00	\$1,922.90
154	154AL-2013-AL-45-00	Lawrence Co Sheriff-DWI Enforcement	\$8,428.00	\$6,626.39
154	154AL-2013-AL-46-00	Leadington Police Dept-Arrive Alive	\$2,000.00	\$0.00
154	154AL-2013-AL-47-00	Willow Springs Police-Sobriety Ckpoint	\$2,800.00	\$2,698.51
154	154AL-2013-AL-48-00	Lebanon Police Dept-Sobriety Ckpoint	\$5,000.00	\$4,305.03
154	154AL-2013-AL-49-00	Monett Police Dept-Sobriety Ck/DWI Satur	\$5,000.00	\$4,460.86
154	154AL-2013-AL-50-00	Mountain View Police-DWI	\$3,000.00	\$2,924.16
154	154AL-2013-AL-51-00	Neosho Police Dept-DWI Enforce Wolfpack	\$5,000.00	\$4,985.22
154	154AL-2013-AL-52-00	Nevada Police Dept-DWI Enforcement	\$5,562.50	\$4,428.02
154	154AL-2013-AL-53-00	Newton Co Sheriff-DWI Enforcement	\$8,000.00	\$7,889.74
154	154AL-2013-AL-54-00	Nixa Police Dept-DWI Enforce & Ckpoint	\$14,000.00	\$7,382.65
154	154AL-2013-AL-55-00	Oronogo Police-Sobriety Ckpoint/Saturati	\$3,467.52	\$2,093.54
154	154AL-2013-AL-56-00	Osage Beach Police-DWI Enforcement	\$4,500.00	\$3,511.86
154	154AL-2013-AL-57-00	Ozark Police Dept-DWI Enforcement	\$6,500.00	\$6,434.64
154	154AL-2013-AL-58-00	Phelps Co Sheriff-DWI Enforcement	\$8,000.00	\$7,969.51
154	154AL-2013-AL-59-00	Republic Police-DWI Sat/Sobriety Ckpoint	\$12,000.00	\$6,756.67
154	154AL-2013-AL-60-00	Rolla Police-DWI Enforce/Sobriety Ckpoin	\$14,000.00	\$13,906.72
154	154AL-2013-AL-61-00	Scott County Sheriff-DWI Enforcement	\$2,500.00	\$2,112.62
154	154AL-2013-AL-62-00	Springfield Police-Sobriety Ckpoint/Sat	\$100,000.00	\$94,862.55
154	154AL-2013-AL-63-00	St Robert Police-DWI Ckpoint/Wolf Pack	\$9,812.50	\$6,010.31
154	154AL-2013-AL-64-00	St Genevieve Co Sh-Protecting Roadways &	\$11,500.00	\$10,672.90
154	154AL-2013-AL-65-00	Stone County Sheriff-DWI Sat/Sobriety Ck	\$11,000.00	\$5,482.94
154	154AL-2013-AL-66-00	Strafford Police Dept-DWI Enforcement	\$2,000.00	\$1,073.37
154	154AL-2013-AL-67-00	Washington County Sheriff-DWI Enforcemen	\$8,200.00	\$6,267.82
154	154AL-2013-AL-68-00	Wayne County Sheriff-HMV Enforcement	\$4,375.00	\$4,372.41
154	154AL-2013-AL-69-00	Waynesville Police-DWI Enforcement	\$2,000.00	\$1,311.19
154	154AL-2013-AL-70-00	Webb City Police-DWI Sat/Sobriety Ckpoin	\$12,000.00	\$11,998.99
154	154AL-2013-AL-71-00	Webster County Sheriff-DWI Enforcement	\$8,000.00	\$8,000.00
154	154AL-2013-AL-72-00	West Plains Police-DWI Enforcement	\$3,287.52	\$1,774.17
154	154AL-2013-AL-73-00	Arnold Police Dept-Sobriety Ck/Sat/YA	\$27,846.00	\$27,845.86
154	154AL-2013-AL-74-00	MO Safety Center-Statewide DWI Enforceme	\$346,861.13	\$250,651.71
154	154AL-2013-AL-75-00	Maryland Heights Police-DWI Saturation	\$3,750.90	\$3,432.54
154	154AL-2013-AL-76-00	St. Louis Metro Police-Sobriety Ckpt/ Sa	\$144,192.00	\$115,695.27
154	154AL-2013-AL-77-00	Velda City Police-Drink Drive Go to Jail	\$4,500.00	\$4,001.87
154	154AL-2013-AL-78-00	St Peters Police-Sobriety Ckpt/Saturatio	\$30,000.00	\$26,640.95
154	154AL-2013-AL-79-00	MSHP-DWI Tracking (DWITS)	\$38,575.00	\$1,915.81
154	154AL-2013-AL-80-00	MO Dept of Rev-DOR & Law Enf Training	\$24,700.00	\$18,977.49
154	154AL-2013-AL-81-00	MO Dept of Rev-Attorney & Legal Assistan	\$125,250.50	\$109,294.12
154	154AL-2013-AL-82-00	MADD-Court Monitoring Project	\$124,228.00	\$93,772.83
154	154AL-2013-AL-83-00	Office of State Court Admin-DWI Court Pr	\$301,353.60	\$301,353.60
154	154AL-2013-AL-84-00	MSHP-Sobriety Checkpoint	\$210,000.00	\$183,127.97
154	154AL-2013-AL-85-00	MSHP-DWI Saturations	\$175,000.00	\$159,683.07
154	154AL-2013-AL-86-00	Univ of MO Curators-CHEERS/SMART/DSDS	\$285,905.16	\$285,905.16
154	154AL-2013-AL-87-00	Mercy Hospital-Safe and Sober	\$130,700.00	\$130,700.00
154	154AL-2013-AL-88-00	MO Alcohol & Tobacco-Alcohol Compliance	\$72,720.00	\$17,214.82

**Federal Fiscal Year 2013 Missouri Highway Safety Plan Annual Report Budget
as of December 19, 2013**

Program	Project	Description	Obligated Funds	Expended Funds
154	154AL-2013-AL-89-00	THSD-Youth Alcohol Programs	\$24,000.00	\$17,893.47
154	154AL-2013-AL-90-00	Traffic and Highway Safety-Sobriety Ckpt	\$50,000.00	\$35,694.39
154	154AL-2013-AL-91-00	Traffic and Highway Safety-Breath Alcoho	\$12,000.00	\$0.00
154	154AL-2013-AL-92-00	Traffic and Highway Safety-Impair Driv M	\$475,000.00	\$467,379.34
154	154AL-2013-AL-93-00	Creve Coeur Police-BAT Van	\$48,000.00	\$45,668.47
154 Alcohol Total			\$7,665,711.52	\$3,509,801.38
154	154HE-2013-HE-04-00	MoDOT Fin Serv-154HE 2013	\$26,380,838.33	\$15,499,700.83
154 Hazard Elimination Total			\$26,380,838.33	\$15,499,700.83
164	164AL-2013-AL-01-00	THSD-Breath Instrument Upgrade	\$852,265.75	\$0.00
164	164AL-2013-AL-02-00	MO Safety Center-Breath Instrument Upgra	\$796,201.25	\$750,958.36
164	164AL-2013-AL-03-00	MSHP-Breath Instrument Upgrade	\$1,103,850.00	\$1,092,120.00
164 Alcohol Total			\$2,752,317.00	\$1,843,078.36
164	164HE-2013-HE-01-00	MoDOT Fin Services-164HE 2013	\$15,252,224.02	\$6,223,654.93
164 Hazard Elimination Total			\$15,252,224.02	\$6,223,654.93
405b	M2PE-2013-05-00-00	THSD-405b Occupant Protection Low Statew	\$0.00	\$0.00
MAP 21 405b OP Low Total			\$0.00	\$0.00
405c	M3DA-2013-04-00-00	THSD-405c Data Statewide Program	\$0.00	\$0.00
MAP 21 405c Data Program Total			\$0.00	\$0.00
405d	M5HVE-2013-03-00-00	THSD-405d Impaired Driving Mid Statewide	\$0.00	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$0.00	\$0.00
405f	M9MA-2013-12-00-00	THSD-405f Motorcyclist Awareness Statewi	\$0.00	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$0.00
Total			\$64,103,149.39	\$34,958,260.24

Final Report

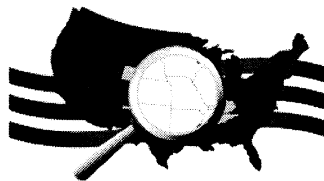
TR 13 1319

Highway Safety Drivers Survey

Prepared for
Missouri Department of Transportation
Organizational Results

By

Lance Gentry



HEARTLAND
MARKET RESEARCH LLC

April 22, 2013

The opinions, findings, and conclusions expressed in this publication are those of the principal investigators and the Missouri Department of Transportation. They are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration. This report does not constitute a standard or regulation.

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Executive Summary

Highway Safety Findings

This research project surveyed 2,510 adult Missouri drivers in March 2013 to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from all of Missouri's counties as well as the independent city of St. Louis. Residents from 674 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

Seat belt findings: 82.7% of Missouri drivers claimed they always used their seat belts when they drove a car, van, SUV, or pickup. This finding was statistically identical to the results from the previous two years. In 2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck. As was also the case last year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to last year, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

A slight majority (52.5%) of the respondents prefer to keep Missouri's seat belt law a secondary law and 51.9% preferred to leave the penalty for violating the law unchanged. Out of the minority who favored increasing the fine, a plurality (36.5%) thought the fine should range from \$25 to \$49. The second largest group (22.9%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last three years out of the minority who wished to increase the fine. Over two-thirds of the respondents (78.7%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last four years and the drop from 2012 to 2013 is statistically significant. Opinions varied greatly concerning the likelihood of getting a ticket when driving without a seat belt, but a plurality (35.2%) thought people who did not wear their seat belt would only rarely get a ticket. 44.7% of the respondents thought people would be caught at least half of the time.

Speeding findings: 71.8% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years. 87.6% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant increase in the number of people who stated they never drove more than 75 mph. In 2013, women between 30 to 39 years of age were more likely to speed than other groups on both local roads with speed limits of 30 mph and faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph.

Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph, followed by drivers of SUVs/crossover vehicles. As has been the case in the past, truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph.

As was the case since this study was completed in 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught. The majority (71.6%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was the lowest publicity awareness recorded in the last four years and is a statistically significant change. Approximately two-thirds (68.6%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. No significant changes from the previous year were measured.

Cell phone findings: 86.9% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.6% of Missourians talk at least half of the time they drive. 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

91.2% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 28.9% favored banning all cell phone use by drivers, while a majority (62.3%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. Several trends continued from previous years. **Less Missourians than ever were willing to consider a complete ban on talking or texting while driving, while more were willing to consider hands-free options only.**

Women 65 and older were the least likely to talk on a cell phone while driving. Females between 30 to 39 continue to be the most likely group to talk on a cell phone while driving with 24.3% of this segment stating they do so fifty percent of the time or more. This segment was also most likely to text while driving, but only 3.4% texted at least half the time they were driving.

DUI findings: 87.3% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is significantly lower than the 2012 measurement, with most of the change coming from an increase in the number of people who refused to answer this question. 7.2% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 5.5% refused to answer the question.

Heartland Market Research concluded that approximately 12.7% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, and 8.3% in 2012). Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is the lowest average recorded in the last four years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011 and an average of 5.2 times in 2010.

Those most likely to drive under the influence of alcohol were males 50 to 64 years of age and older. Men were much more likely to drive after drinking than women. As was the case in 2012, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drink and drive). Drivers of pickup trucks were more likely to drive under the influence than drivers of other vehicles followed by drivers of SUVs/crossovers. In a change from the previous year, drivers of other types of truck were the least likely to drive after drinking. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of driving under the influence similar to the results in 2011.

Approximately half (52.0%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was statistically similar to the findings of the previous three years. The timing of this survey made these results intriguing. In the past, this survey has been conducted in the summer (typically in June). This year the survey was conducted in March while the Missouri Coalition for Roadway Safety was conducting a “Buzzed Driving is Drunk Driving” campaign using St. Patrick themed posters, mirror clings, and coasters in Missouri restaurants and bars. 72.2% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the last three measurements.

Introduction

The Missouri Department of Transportation (MoDOT) desired to know more regarding attitudes and awareness concerning impaired driving, seat belt use, and speeding from Missouri adults. Following standard practice, MoDOT requested bids from qualified research organizations by posting a request for proposals on their public website. Heartland Market Research LLC was selected from this competitive process as having the best research proposal and was awarded the research contract. The research was conducted during March 2013 using a phone survey instrument.

Objective

The primary objective of this research project was to survey adult Missouri drivers to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding, cell phone use while driving, and alcohol impaired driving while minimizing the margin of error. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

Technical Approach

The survey questions were provided by MoDOT and were similar to the questions used in the 2010 and 2011 Highway Safety studies and identical to the questions asked in 2012. In 2012 additional questions were added pertaining to cell phone and texting usage while driving and these were also employed in 2013.

Starting on March 18 and ending on March 29, 2013, Quancor Virtual Sales and Marketing (QVSM) placed 109,623 calls in the State of Missouri. During this process, they reached 6,565 persons, of whom 2,510 completed the survey. The operators were instructed to mention MoDOT only if the respondent asked who had commissioned the survey. A copy of the operator script appears in Appendix B.

Special efforts were made to make the phone survey as representative as possible, especially in terms of the research objectives (geographic, gender, and age). People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 674 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible within the constraints of the project.

The survey results were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. Information from 2010 Census was used for this purpose as this was the most recent complete information available. The weighted results from the three previous phone surveys are also shown for comparative purposes and this information was taken from the 2012 Highway Safety Driver Survey report. All years compared utilized the exact same weights from the 2010 Census.

Results and Discussion (Evaluation)

In surveying, it is usually not reasonable to survey everyone in the population of interest. Therefore, a portion of the population is surveyed and this portion is called the sample. Since the sample is usually much smaller than the population of interest, the mean of the population may vary from the mean of the sample. The expected error depends upon the size of the sample and the desired level of confidence. As the sample size increases, the margin of error decreases. The general formula for computing the margin of error at the 95% level of confidence is .98 divided by the square root of the sample size. The following table shows the margin of error for the most recent Highway Safety surveys.

Table 1: Survey Margin of Error

	2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
Responses	3,010	1,207	2,616	2,510
Margin of Error	1.79%	2.82%	1.92%	1.96%

Thus with an overall sample size of 2,510 we can be 95% certain that the sample mean is within 1.96% of the population mean. Thus if 26.53% of our sample is aware of any recent publicity concerning seat belt law enforcement, we can be 95% certain that between 24.57% and 28.49% of the adult driving population in Missouri would actually be aware of any recent publicity. These statistics assume honest answers by the respondents. Research has shown that people tend to answer surveys honestly unless the answer is perceived to have an appropriate answer. For example, most people believe that wearing seatbelts is the socially correct thing to do, so the answer to the seat belt question may be slightly inflated. Likewise, most people believe that driving under the influence of alcohol is socially incorrect, so the answers to these questions may be slightly deflated. In these cases, the most important factor is to look for statistically significant changes from year to year.

The results from the previous two surveys are provided along with this year's survey so that changes over time may also be reviewed. When comparing surveys, the margins of error are cumulative. Therefore, we can be 95% confident there has been a significant change in the attitudes of Missourian from 2012 to 2013 if the survey results differ by more than 3.9%.

The statewide results have been weighted proportionally to the actual population in terms of geographic, gender, and age distributions.

Seat Belt Usage

Depending upon their opinions, respondents answered five to six questions pertaining to their behavior and thoughts concerning seat belts.

Question 1: *How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?*

In 2013, 82.7% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous three years. This is higher than the 75% average observed seat belt use Pickrell and Ye (2008) documented for states with secondary enforcement laws. Similarly, between 2004 and 2009, MoDOT reported an observed seat belt use ranging from 75% and 77%.

Table 2: Statewide Seatbelt Usage

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	82.0%	84.1%	84.2%	82.7%
	Most of the time	9.2%	7.7%	8.6%	9.6%
	Half of the time	3.2%	3.4%	3.0%	2.9%
	Rarely	2.4%	2.6%	1.9%	2.5%
	Never	3.1%	2.1%	2.1%	2.1%
	Refused	0.1%	0.1%	0.2%	0.2%

In 2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck. As was also the case last year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to last year, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2012 those least likely to wear seat belts were males, between the ages of 50 and 64, whose primary vehicle was a pickup truck or a motorcycle. In 2012 those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. This was a change from the findings from the previous two years. Those who lived in very rural areas were also less likely to buckle up than those living in other communities.

In 2011 the results were similar with one major difference. While those least likely to wear seat belts were still males between the ages of 30 and 64 who drive a pickup truck, those who drove some other type of truck wear their seat belts “always” or “most of the time”. In 2011, there was no correlation between seat belt usage and any publicity about law enforcement activities. While smaller than the 2010 impact, those with a higher expectation of receiving a ticket if they did not wear their seat belt were more likely to wear one.

In 2010 those least likely to wear seat belts were males, between the ages of 30 and 64, who drove some type of truck (e.g, either a pickup truck or “other type of truck”). There was no correlation between seat belt usage and any publicity about law enforcement activities; however, those more likely to think they would receive a ticket for not wearing a seat belt were more likely to comply with the law.

Question 2: *Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?*

A slight majority (52.5%) of the respondents prefer to keep Missouri's seat belt law a secondary law, similar to the findings from recent years.

Table 3: Secondary vs. Primary Law

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
Do you favor keeping Missouri's seat belt law as a "secondary law" - where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law" - where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?	Keep "secondary law"	54.7%	51.4%	51.0%	52.5%
	Change to "primary law"	41.1%	38.5%	41.2%	36.7%
	No Opinion/Refused	4.2%	10.0%	7.8%	10.8%

Question 3: *Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?*

As with question 2, a slight majority (51.9%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year.

Table 4: Statewide Support for Increasing Fine for Violating Seat Belt Law

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	46.6%	45.8%	43.7%	44.3%
	No	51.7%	50.1%	52.9%	51.9%
	No Opinion/Refused	1.8%	4.1%	3.4%	3.8%

Question 3b: *In your opinion, what should the fine associated with violating Missouri's seat belt law be?*

Question 3b was only asked of 1,071 respondents who supported an increase in the fine associated with not wearing a seatbelt (Question 3). Since the number of respondents for this question is smaller than for the other questions, the margin of error is slightly larger (3.0%).

Out of the minority who favored increasing the fine, a plurality (36.5%) thought the fine should range from \$25 to \$49. The second largest group (22.9%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last three years out of the minority who wished to increase the fine.

Table 5: Respondent Input on Increasing Fine

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	Under \$25	14.1%	17.0%	14.5%	17.3%
	\$25 to \$49	38.8%	31.0%	35.6%	36.5%
	\$50 to \$74	25.9%	21.6%	24.5%	22.9%
	\$75 to \$100	12.9%	16.1%	13.6%	12.2%
	Over \$100	6.7%	11.8%	8.9%	8.7%
	No Opinion/Refused	1.6%	2.5%	2.9%	2.4%
	Margin of Error	2.7%	4.5%	3.0%	3.0%

Question 4: *In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

Over two-thirds of the respondents (78.7%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last four years and the drop from 2012 to 2013 is statistically significant.

Table 6: Seat Belt Law Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
In the past 60 days, have you read, seen, or heard anything about seat belt law enforcement by police?	Yes	31.7%	29.0%	26.5%	20.9%
	No	68.1%	70.3%	73.2%	78.7%
	No Opinion/Refused	0.2%	0.7%	0.2%	0.4%

Question 5: *What do you think the chances are of getting a ticket if you don't wear your safety belt?*

Opinions varied greatly on this issue, but a plurality (35.2%) thought people who did not wear their seat belt would only rarely get a ticket. 44.7% of the respondents thought people would be caught at least half of the time.

The number of people who thought someone would always get a ticket for not wearing a seatbelt was similar to 2012.

Table 7: Perceived Chance of Obtaining Ticket for Violating Seat Belt Laws

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
What do you think the chances are of getting a ticket if you don't wear your seat belt?	Always	12.4%	7.6%	12.9%	12.4%
	Most of the time	16.2%	15.0%	15.1%	15.9%
	Half of the time	21.4%	20.5%	19.7%	16.5%
	Rarely	37.4%	40.8%	36.4%	35.2%
	Never	10.0%	7.1%	8.5%	10.5%
	No Opinion/Refused	2.6%	9.0%	7.4%	9.6%

Speeding Issues

Missouri drivers answered four questions concerning speeding.

Question 6: *On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?*

71.8% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years.

Table 8: Speeding in 30 MPH Zones

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
On a local road with a speed limit of 30 mph, how often do you travel faster than 35 mph?	Always	4.3%	4.2%	4.2%	3.9%
	Most of the time	9.8%	8.0%	9.5%	10.5%
	Half of the time	13.0%	15.1%	14.9%	12.4%
	Rarely	44.7%	43.8%	39.0%	39.5%
	Never	27.7%	28.2%	31.2%	32.3%
	Refused	0.5%	0.7%	1.3%	1.4%

Question 7: *On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?*

87.6% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant increase in the number of people who stated they never drove more than 75 mph.

Table 9: Speeding in 70 MPH Zones

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
On a local road with a speed limit of 70 mph, how often do you driver faster than 75 mph?	Always	2.6%	1.8%	2.2%	1.9%
	Most of the time	3.5%	3.4%	4.0%	4.0%
	Half of the time	7.2%	9.6%	8.5%	5.9%
	Rarely	32.3%	38.0%	32.7%	31.2%
	Never	54.2%	46.2%	51.7%	56.4%
	Refused	0.2%	1.0%	0.9%	0.6%

In 2013, women between 30 to 39 years of age were more likely to speed than other groups on both local roads with speed limits of 30 mph and faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph, followed by drivers of SUVs/crossover vehicles. As has been the case in the past, truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. As was the case since this study was completed in 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2012, people between 18 to 29 years of age and males 40 to 49 years of age were most likely to speed on local roads with a speed limit of 30 mph. On roads with speed limits of 70 mph, males between 18 to 49 and females between 30 to 39 were more likely to speed than other groups. Women 65 and older were the least likely to speed under both 30 and 70 mph limits. All segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists and drivers of other types of trucks (not pickups) were the outlying cases for speeding, but their behavior was the inverse of each other. Motorcyclists said they were the most likely to speed on local roads with speed limits of 30 mph, but the least likely to speed on roads where the speed limit was 70 mph. Truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. As was the case in the last two years, there was no correlation between awareness of speed enforcement by police and speeding behavior nor between speeding and the respondent's perception of the chance of being caught.

In 2011 the results were similar but varied slightly. Those most likely to speed were anyone between 18 to 29, males 40 to 49, and females 65 and older. Those who stated they drove an "other type of truck" were more likely to speed than drivers of other vehicles followed by motorcyclists. Just like 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2010 those most likely to speed were either males between 18 to 29 years of age or females between 40 to 49 years of age. Motorcycle drivers were much more likely to speed than other drivers, followed by those who stated they drove an "other type of truck" (i.e., a truck that was neither a pickup truck, a SUV, nor a crossover). There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

Question 8: *In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*

The majority (71.6%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was the lowest publicity awareness recorded in the last four years and is a statistically significant change.

Table 10: Speeding Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	37.4%	31.4%	34.6%	28.0%
	No	62.4%	67.9%	65.0%	71.6%
	No Opinion/Refused	0.2%	0.7%	0.4%	0.4%

Question 9: *What do you think the chances are of getting a ticket if you drive over the speed limit?*

Approximately two-thirds (68.6%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. No significant changes from the previous year were measured.

Table 11: Perceived Chance of Obtaining Ticket for Speeding

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	11.3%	8.5%	10.2%	9.9%
	Most of the time	27.4%	26.4%	26.3%	27.3%
	Half of the time	35.3%	32.8%	30.9%	31.4%
	Rarely	21.4%	24.2%	26.3%	23.0%
	Never	3.4%	4.5%	3.6%	4.3%
	No Opinion/Refused	1.3%	3.5%	2.7%	4.1%

Cell Phone Use While Driving

Respondents were asked three questions about cell phone use while driving. The first two questions were added in 2012.

Question 10: *How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?*

86.9% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.6% of Missourians talk at least half of the time they drive.

Table 12: Frequency of Talking while Driving

		2012 Phone Survey	2013 Phone Survey
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	1.0%	1.0%
	Most of the Time	2.6%	3.5%
	Half of the Time	9.8%	8.1%
	Rarely	44.4%	39.0%
	Never	41.8%	47.9%
	No Opinion/Refused	0.3%	0.5%

Question 11: *How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?*

98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

Table 13: Frequency of Texting while Driving

		2012 Phone Survey	2013 Phone Survey
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Always	0.4%	0.0%
	Most of the Time	0.4%	0.2%
	Half of the Time	1.5%	0.8%
	Rarely	11.0%	7.6%
	Never	86.3%	91.2%
	No Opinion/Refused	0.4%	0.3%

Question 12: *Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?*

91.2% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 28.9% favored banning all cell phone use by drivers, while a majority (62.3%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions.

Several trends continued from previous years. Less Missourians were willing to consider a complete ban on talking or texting while driving, while more were willing to consider hands-free options only.

Table 14: Statewide Opinions Regarding Cell Phone Restrictions

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?	Full Restrictions - No Cellular Phone Use Allowed	39.3%	34.2%	34.0%	28.9%
	Ban on Texting While Driving, Phone Use Allowed	24.7%	30.8%	22.8%	21.2%
	Ban on Texting While Driving, Hands-Free Phone Device Allowed	20.1%	16.4%	16.8%	14.2%
	Hands-Free Phone Device Use Only	12.8%	14.0%	19.7%	26.8%
	No Restrictions	2.4%	3.6%	4.4%	5.6%
	No Opinion/Refused	0.7%	1.0%	2.4%	3.1%

In 2013 women 65 and older were the least likely to talk on a cell phone while driving. Females between 30 to 39 continue to be the most likely group to talk on a cell phone while driving with 24.3% of this segment stating they do so fifty percent of the time or more. This segment was also most likely to text while driving, but only 3.4% texted at least half the time they were driving.

In 2012 females between 30 to 39 years of age were much more likely to talk on a cell phone while driving than other groups with 27.8% of this segment stating that they do so at least half of the time they are driving. People between 18 to 29 were more likely to text while driving than other segments, but only about 4% of this segment texted at least half the time they were driving.

Alcohol Impaired Driving

Missouri drivers were asked three questions regarding alcohol impaired driving. When these questions were first asked in 2010, the researchers were concerned that people might not answer these questions honestly considering the legal and ethical implications of driving under the influence. However, the survey operators had the consistent impression that people were either answering these questions honestly or simply refused to answer the question. The same calling center has been used since the 2010 survey and the call center operators have had the identical impression every year they have conducted surveys.

Question 13: *In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?*

87.3% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is significantly lower than the 2012 measurement, with most of the change coming from an increase in the number of people who refused to answer this question. 7.2% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 5.5% refused to answer the question.

Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, Heartland Market Research concluded that approximately 12.7% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, and 8.3% in 2012).

Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is the lowest average recorded in the last four years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011 and an average of 5.2 times in 2010.

Table 15: Statewide Drinking Behavior before Driving

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
In the past 60 days, how many times have you driven a vehicle within two (2) hours after drinking alcoholic beverages?	0	88.2%	81.3%	91.7%	87.3%
	1	3.2%	4.6%	2.5%	2.2%
	2	3.0%	1.8%	2.1%	2.6%
	3	0.8%	1.1%	0.4%	0.7%
	4	0.6%	2.2%	0.3%	0.6%
	5	0.3%	0.4%	0.6%	0.4%
	6	0.4%	0.0%	0.3%	0.1%
	7	0.0%	0.0%	0.0%	0.1%
	8	0.0%	0.1%	0.1%	0.2%
	10	0.5%	0.4%	0.1%	0.2%
	12	0.1%	0.0%	0.0%	0.1%
	14	0.0%	0.0%	0.1%	0.0%
	15	0.0%	0.3%	0.0%	0.0%
	20	0.1%	0.0%	0.0%	0.0%
	24	0.1%	0.0%	0.0%	0.0%
	25	0.0%	0.0%	0.0%	0.1%
	30	0.1%	0.4%	0.0%	0.0%
	60	0.2%	0.1%	0.3%	0.1%
	Refused	2.2%	7.3%	1.5%	5.5%

In 2013 those most likely to drive under the influence of alcohol were males 50 to 64 years of age and older. Men were much more likely to drive after drinking than women. As was the case in 2012, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drink and drive). Drivers of pickup trucks were more likely to drive under the influence than drivers of other vehicles followed by drivers of SUVs/crossovers. In a change from the previous year, drivers of other types of truck were the least likely to drive after drinking. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of driving under the influence similar to the results in 2011.

In 2012 those most likely to drive under the influence of alcohol were males 40 years of age and older. Men were much more likely to drive after drinking than women. Men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drink and drive). Drivers of motorcycles, SUVs, and all types of trucks were more likely to drive under the influence than drivers of other vehicles. Neither awareness of DUI enforcement nor expectations of being ticketed was correlated with drinking and driving behavior, similar to 2010 findings.

In 2011 those most likely to drive under the influence of alcohol were again males between 50 to 64 years of age. Males 18 to 29 and females 30 to 39 were also more likely to drive under the influence than other segments. Similar to 2010, neither motorcyclists nor drivers of “other type of truck” stated they had consumed alcohol within two hours of driving, but this year some of the motorcyclists refused to answer the question. While awareness of DUI enforcement was not correlated with stated behavior, in 2011 the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2010 those most likely to drive under the influence of alcohol were males between 50 to 64 years of age. Unlike other risky behavior measured in this survey, drivers of motorcycles and those who stated they drove an “other type of truck” were the least likely to drink before driving. According to the research, not a single motorcycle driver or “other” truck driver stated they had consumed alcohol within two hours of driving.

Question 14: *In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*

Approximately half (52.0%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was statistically similar to the findings of the previous three years. The timing of this survey made these results intriguing. In the past, this survey has been conducted in the summer (typically in June). This year the survey was conducted in March while the Missouri Coalition for Roadway Safety was conducting a “Buzzed Driving is Drunk Driving” campaign using St. Patrick themed posters, mirror clings, and coasters in Missouri restaurants and bars.

Table 16: DUI Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	54.9%	48.4%	49.9%	52.0%
	No	44.8%	50.6%	49.3%	47.1%
	No Opinion/Refused	0.3%	1.0%	0.8%	0.9%

Question 15: *What do you think the chances are of someone getting arrested if they drive after drinking?*

72.2% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the last three measurements.

Table 17: Perceived Chance of Arrest after DUI

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	16.6%	14.1%	16.9%	17.4%
	Most of the time	21.5%	22.9%	21.9%	24.3%
	Half of the time	34.2%	32.1%	32.5%	30.5%
	Rarely	24.6%	27.4%	24.4%	23.0%
	Never	1.2%	0.7%	1.7%	0.7%
	No Opinion/Refused	2.0%	2.8%	2.7%	4.1%

Principal Investigator and Project Members

Heartland Market Research LLC

Gentry, Lance	<p>Principal Investigator: The Principal Investigator (PI) had the primary responsibility for achieving the objectives of the project, while also ensuring the project complied with the financial, administrative, and legal constraints associated with the project contract. General responsibilities of the PI included the following:</p> <ul style="list-style-type: none">• Complete the project as documented in the contract (e.g., weight and analyze results, write reports, manage subcontractor, etc.) or make changes to the plan as needed to ensure all work is completed in accordance with the research goals and objectives within the original proposal• Fulfill the project's financial plan as presented in the funded proposal or make changes to the plan as needed to ensure all work is completed within the original budget• Report project progress to MoDOT to ensure sponsor is kept aware of key activities and benchmarks• Keep records of all project related expenses
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Quancor Virtual Sales and Marketing

Korn, Marie	President and CEO: Responsible for overall operations of the company.
Korn, Steve	Vice-President of Sales: Responsible for ensuring how QVSM's telemarketing merges in with the rest of QVSM's clients' marketing efforts to achieve their sales and marketing goals.
Seuring, Michael	Client Relations Manager: Duties include contacting Heartland Market Research about any issues regarding this project. Helped develop caller scripts and was day-to-day contact regarding the progress of survey. Mike was also responsible for coordinating the work-flow of the QVSM programmer who built the agent screens from the scripts and ensured that QVSM's Operations staff had all the tools they need to complete all jobs and exceed the project goals.
Bitter, Tammy	Operations Manager: Responsible for the day-to-day operations for QVSM.
Doddy, Terry	Traffic Manager: Ensured survey calls were run at the best times to maximize their results. This included watching what days agents called, what times of day they run and which agents made the calls.
Ying, Darral	Quality Manager: Responsible for QVSM's Quality Assurance staff.

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Appendix A

Work Plan

Given the objectives of this project, Heartland proposed a phone survey of Missouri drivers. MoDOT notified Heartland that their proposal was the best of those submitted and that they should proceed on March 7, 2013. Heartland immediately notified Quancor Virtual Sales and Marketing (QVSM) that the project was underway. Once MoDOT provided the final set of questions to Heartland on March 8, it was also forwarded to QVSM.

Quancor Virtual Sales and Marketing immediately started programming the final version of the survey into their call center system. Next their callers and their management team were trained on the new scripts. Each caller was thoroughly tested on the scripts before they were permitted to make any live calls.

Quancor Virtual Sales and Marketing started surveying people on March 18, 2013. All survey answers were recorded and stored for 30 days in case MoDOT wanted to review any of the phone interviews. Quancor Virtual Sales and Marketing delivered 2,510 completed surveys to Heartland on March 30, 2013. Heartland organized the data and provided top line (unweighted) results to MoDOT on April 3, 2013. Heartland analyzed the data and wrote a draft report for MoDOT. In accordance with MoDOT guidelines, the report was written using their Research Report Template to ensure a consistent format with other technical reports.

Heartland provided MoDOT with an initial report on April 9, 2013. MoDOT reviewed the document and provide feedback on the report to Heartland on April 22, 2013. Heartland then delivered the final report to MoDOT on April 22, 2013.

Table 18: Timeline for 2012 Surveys

Schedule of Events	Completion
MoDOT awarded the contract to Heartland	March 7, 2013
MoDOT provided final questions to Heartland	March 8, 2013
Heartland forwarded questions to QVSM	March 8, 2013
QVSM programs survey into call center system and tests program	March 15, 2013
QVSM conducts regional stratified survey starting March 18, 2013	March 29, 2013
QVSM provides all data to Heartland	March 30, 2013
Heartland provides top line results to MoDOT	April 3, 2013
Heartland analyzes data and provides draft report to MoDOT	April 9, 2013
MoDOT provides Heartland with feedback on draft report	April 22, 2013
Heartland completes final report and provides to MoDOT	April 22, 2013

Appendix B

Survey Scripts

Phone Survey Script

Hello, this is (RepName) calling on behalf of Heartland Market Research. We are conducting a brief survey about transportation issues facing people in Missouri. We are not selling anything, this number was selected at random, and no personal information will be gathered. This means your answers will be completely anonymous – we are just interested in the overall opinion of Missouri drivers.

- a. Are you a licensed Missouri driver?
 - a. Yes
 - b. No [end interview]
- b. What is your age?
 - a. 18-29 years old
 - b. 30-39 years old
 - c. 40-49 years old
 - d. 50-64 years old
 - e. 65+ years old

[If the respondent is under 18 years old, ask respondent if anyone over the age of 18 is available, if not, end interview]
- c. Are you male or female?
 - a. Male
 - b. Female
- d. What is your ethnicity?
 - a. American Indian or Alaska Native
 - b. Asian
 - c. Black or African American
 - d. Hispanic or Latino
 - e. Native Hawaiian or Other Pacific Islander
 - f. White

[Respondent may select multiple categories]
- e. Is the vehicle you drive most often a:
 - a. Car
 - b. Van or Minivan
 - c. Motorcycle
 - d. Sport Utility Vehicle or Crossover
 - e. Pickup Truck
 - f. Other type of truck
- f. In what county do you currently live?
 - a. _____ county name
- g. What is your home zip code:
 - a. _____ zip code

- h. What is your household income?
 - a. Under \$30,000
 - b. \$30,000 – \$49,999
 - c. \$50,000 – \$69,999
 - d. \$70,000 or greater
 - e. I prefer not to answer [do not ask, only use if respondent volunteers this answer]
- 1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
- 2. Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?
 - a. Keep “secondary law”
 - b. Change to “primary law”
- 3. Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?
 - a. Yes [Skip to Question 3b]
 - b. No [Skip to Question 4]
- 3b. In your opinion, what should the fine associated with violating Missouri's seat belt law be?
 - a. Under \$25
 - b. \$25 - \$49
 - c. \$50 - \$74
 - d. \$75 - \$100
 - e. Over \$100
- 4. In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
 - a. Yes
 - b. No

5. What do you think the chances are of getting a ticket if you don't wear your safety belt?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
6. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
7. On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
8. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
 - a. Yes
 - b. No
9. What do you think the chances are of getting a ticket if you drive over the speed limit?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
10. How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

11. How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?
- a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
12. Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?
- a. Full Restrictions – No Cellular Phone Use Allowed
 - b. Ban on Texting While Driving, Phone Use Allowed
 - c. Ban on Texting While Driving, Hands-Free Phone Device Allowed
 - d. Hands-Free Phone Device Use Only
 - e. No Restrictions
13. In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?
- a. _____ (number) times
14. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?
- a. Yes
 - b. No
15. What do you think the chances are of someone getting arrested if they drive after drinking?
- a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

Thank you very much. Have a great day/night.

Appendix C

Additional Findings: Crosstabs of Interest

The survey results in the main report were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. In this appendix, the results are presented by various variables of interest, such as by district and are unweighted.

The crosstabs that the researchers thought would be of most interest to MoDOT are presented in this appendix (all research questions by district and all research questions by category of residence). Heartland Market Research will gladly provide additional crosstabs upon request.

Research Questions by District

Since the sample size for each district is smaller than the overall survey, the respective margin of error is greater. Margins of error are cumulative, so in order for a change from 2012 to 2013 to be statistically significant, it must be greater than the sum of the district's margin of error for 2012 and 2013. For example, for the St. Louis District, any change from 2012 to 2013 must be greater than 10.2% (5.0% + 5.2%) in order to be 95% certain it is truly a change in opinion or behavior.

Table 19: Margin of Error by District

Location	2010	2011	2012	2013
NW	4.5%	7.0%	5.2%	5.2%
NE	5.0%	7.9%	5.2%	5.2%
KC	5.4%	9.1%	5.1%	5.2%
CD	4.9%	7.5%	5.1%	5.2%
SL	5.7%	9.1%	5.0%	5.2%
SW	4.2%	6.7%	5.0%	5.1%
SE	4.1%	6.4%	5.0%	5.2%
State	1.8%	2.8%	1.9%	2.0%

Table 20: District by Question 1: 2010

Year		Districts * How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation								
		How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?								
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total		
2010	Districts	NW	Count	347	65	18	18	21	0	469
		% within Districts		74.0%	13.9%	3.8%	3.8%	4.5%	.0%	100.0%
	NE	Count	283	52	29	10	14	0	0	388
		% within Districts		72.9%	13.4%	7.5%	2.6%	3.6%	.0%	100.0%
	KC	Count	272	29	10	6	12	0	0	329
		% within Districts		82.7%	8.8%	3.0%	1.8%	3.6%	.0%	100.0%
	CD	Count	323	41	12	12	7	0	0	395
		% within Districts		81.8%	10.4%	3.0%	3.0%	1.8%	.0%	100.0%
	SL	Count	263	19	4	6	8	0	0	300
		% within Districts		87.7%	6.3%	1.3%	2.0%	2.7%	.0%	100.0%
	SW	Count	422	57	26	24	18	1	1	548
		% within Districts		77.0%	10.4%	4.7%	4.4%	3.3%	.2%	100.0%
	SE	Count	442	69	27	22	18	3	3	581
		% within Districts		76.1%	11.9%	4.6%	3.8%	3.1%	.5%	100.0%
Total		Count	2352	332	126	98	98	4	4	3010
		% within Districts		78.1%	11.0%	4.2%	3.3%	3.3%	.1%	100.0%

Table 21: District by Question 1: 2011

Year		Districts * How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation						
		How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?						
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total
2011	Districts							
	NW	Count	33	11	12	3	0	197
		% within Districts	70.1%	16.8%	6.1%	1.5%	.0%	100.0%
	NE	Count	15	2	6	1	0	152
		% within Districts	84.2%	9.9%	3.9%	.7%	.0%	100.0%
	KC	Count	10	2	2	1	0	117
		% within Districts	87.2%	8.5%	1.7%	.9%	.0%	100.0%
	CD	Count	18	10	2	3	0	173
		% within Districts	80.9%	10.4%	1.2%	1.7%	.0%	100.0%
	SL	Count	4	5	1	2	0	117
		% within Districts	89.7%	3.4%	.9%	1.7%	.0%	100.0%
	SW	Count	27	6	12	7	0	216
		% within Districts	75.9%	12.5%	5.6%	3.2%	.0%	100.0%
	SE	Count	25	5	10	12	1	235
		% within Districts	77.4%	10.6%	4.3%	5.1%	.4%	100.0%
	Total	Count	132	41	45	29	1	1207
		% within Districts	79.5%	10.9%	3.7%	2.4%	.1%	100.0%

Table 22: District by Question 1: 2012

Year		Districts * How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation							
		How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?							
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total	
2012	Districts								
	NW	Count	260	51	15	14	13	2	355
		% within Districts	73.2%	14.4%	4.2%	3.9%	3.7%	.6%	100.0%
	NE	Count	283	42	10	11	13	3	362
		% within Districts	78.2%	11.6%	2.8%	3.0%	3.6%	.8%	100.0%
	KC	Count	314	35	11	2	4	0	366
		% within Districts	85.8%	9.6%	3.0%	.5%	1.1%	.0%	100.0%
	CD	Count	303	38	11	9	11	0	372
		% within Districts	81.5%	10.2%	3.0%	2.4%	3.0%	.0%	100.0%
	SL	Count	340	16	8	9	7	1	381
		% within Districts	89.2%	4.2%	2.1%	2.4%	1.8%	.3%	100.0%
	SW	Count	318	48	13	6	6	0	391
		% within Districts	81.3%	12.3%	3.3%	1.5%	1.5%	.0%	100.0%
	SE	Count	306	49	15	5	13	1	389
		% within Districts	78.7%	12.6%	3.9%	1.3%	3.3%	.3%	100.0%
	Total	Count	2124	279	83	56	67	7	2616
		% within Districts	81.2%	10.7%	3.2%	2.1%	2.6%	.3%	100.0%

Table 23: District by Question 1: 2013

Year		Districts * How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation							
		How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?							Total
		Always	Most of the time	Half of the time	Rarely	Never	Opinion/Refused	No	
2013	Districts								
	NW	Count	43	11	11	13	0		354
		% within Districts	12.1%	3.1%	3.1%	3.7%	.0%		100.0%
	NE	Count	51	18	8	6	0		360
		% within Districts	14.2%	5.0%	2.2%	1.7%	.0%		100.0%
	KC	Count	36	5	9	7	0		355
		% within Districts	10.1%	1.4%	2.5%	2.0%	.0%		100.0%
	CD	Count	31	16	6	8	2		355
		% within Districts	8.7%	4.5%	1.7%	2.3%	.6%		100.0%
	SL	Count	31	8	6	7	2		358
		% within Districts	8.7%	2.2%	1.7%	2.0%	.6%		100.0%
	SW	Count	32	16	12	8	0		369
		% within Districts	8.7%	4.3%	3.3%	2.2%	.0%		100.0%
	SE	Count	47	13	14	8	1		359
		% within Districts	13.1%	3.6%	3.9%	2.2%	.3%		100.0%
	Total	Count	271	87	66	57	5		2510
		% within Districts	10.8%	3.5%	2.6%	2.3%	.2%		100.0%

Table 24: District by Question 2: 2010

Districts * Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled

Crosstabulation							
Year			Crosstabulation			Total	
			Keep "secondary law"	Change to "primary law"	No Opinion/Refused		
2010	Districts	NW	Count	279	160	30	469
			% within Districts	59.5%	34.1%	6.4%	100.0%
		NE	Count	245	126	17	388
			% within Districts	63.1%	32.5%	4.4%	100.0%
		KC	Count	185	135	9	329
			% within Districts	56.2%	41.0%	2.7%	100.0%
		CD	Count	207	166	22	395
			% within Districts	52.4%	42.0%	5.6%	100.0%
		SL	Count	157	133	10	300
			% within Districts	52.3%	44.3%	3.3%	100.0%
		SW	Count	295	222	31	548
			% within Districts	53.8%	40.5%	5.7%	100.0%
		SE	Count	329	222	30	581
		% within Districts	56.6%	38.2%	5.2%	100.0%	
	Total	Count	1697	1164	149	3010	
		% within Districts	56.4%	38.7%	5.0%	100.0%	

Table 25: District by Question 2: 2011

Districts * Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled

Crosstabulation							
Year			Keep "secondary law"	Change to "primary law"	No Opinion/Refused		Total
2011	Districts	NW	Count	107	72	18	197
			% within Districts	54.3%	36.5%	9.1%	100.0%
	NE	Count	78	58	16	152	
			% within Districts	51.3%	38.2%	10.5%	100.0%
	KC	Count	52	51	14	117	
			% within Districts	44.4%	43.6%	12.0%	100.0%
	CD	Count	95	65	13	173	
			% within Districts	54.9%	37.6%	7.5%	100.0%
	SL	Count	61	44	12	117	
			% within Districts	52.1%	37.6%	10.3%	100.0%
	SW	Count	112	72	32	216	
			% within Districts	51.9%	33.3%	14.8%	100.0%
	SE	Count	132	83	20	235	
			% within Districts	56.2%	35.3%	8.5%	100.0%
	Total	Count	637	445	125	1207	
			% within Districts	52.8%	36.9%	10.4%	100.0%

Table 26: District by Question 2: 2012

Districts * Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled

Year		Crosstabulation				Total	
		Keep "secondary law"	Change to "primary law"	No Opinion/Refused			
2012	Districts	NW	Count	200	122	33	355
			% within Districts	56.3%	34.4%	9.3%	100.0%
		NE	Count	231	107	24	362
			% within Districts	63.8%	29.6%	6.6%	100.0%
		KC	Count	173	165	28	366
			% within Districts	47.3%	45.1%	7.7%	100.0%
		CD	Count	195	139	38	372
			% within Districts	52.4%	37.4%	10.2%	100.0%
		SL	Count	172	182	27	381
			% within Districts	45.1%	47.8%	7.1%	100.0%
		SW	Count	219	138	34	391
		% within Districts	56.0%	35.3%	8.7%	100.0%	
	SE	Count	224	142	23	389	
		% within Districts	57.6%	36.5%	5.9%	100.0%	
	Total		Count	1414	995	207	2616
			% within Districts	54.1%	38.0%	7.9%	100.0%

Table 27: District by Question 2: 2013

Districts * Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled

Crosstabulation							
Year						Total	
			Keep "secondary law"	Change to "primary law"	No Opinion/Refused		
2013	Districts	NW	Count	201	118	35	354
			% within Districts	56.8%	33.3%	9.9%	100.0%
		NE	Count	195	119	46	360
			% within Districts	54.2%	33.1%	12.8%	100.0%
		KC	Count	184	137	34	355
			% within Districts	51.8%	38.6%	9.6%	100.0%
		CD	Count	181	133	41	355
			% within Districts	51.0%	37.5%	11.5%	100.0%
		SL	Count	173	145	40	358
			% within Districts	48.3%	40.5%	11.2%	100.0%
		SW	Count	198	130	41	369
			% within Districts	53.7%	35.2%	11.1%	100.0%
		SE	Count	207	108	44	359
			% within Districts	57.7%	30.1%	12.3%	100.0%
	Total		Count	1339	890	281	2510
			% within Districts	53.3%	35.5%	11.2%	100.0%

Table 28: District by Question 3: 2010

Districts * Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this

violation? Crosstabulation							
Year		violation?			Total		
		Yes	No	No Opinion/Refused			
2010	Districts	NW	Count	175	281	13	469
			% within Districts	37.3%	59.9%	2.8%	100.0%
		NE	Count	150	233	5	388
			% within Districts	38.7%	60.1%	1.3%	100.0%
		KC	Count	156	166	7	329
			% within Districts	47.4%	50.5%	2.1%	100.0%
		CD	Count	178	206	11	395
			% within Districts	45.1%	52.2%	2.8%	100.0%
		SL	Count	153	144	3	300
			% within Districts	51.0%	48.0%	1.0%	100.0%
		SW	Count	251	281	16	548
			% within Districts	45.8%	51.3%	2.9%	100.0%
		SE	Count	213	358	10	581
			% within Districts	36.7%	61.6%	1.7%	100.0%
		Total		Count	1276	1669	65
			% within Districts	42.4%	55.4%	2.2%	100.0%

Table 29: District by Question 3: 2011

Districts * Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? Crosstabulation

Year		Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?			Total		
		Yes	No	No Opinion/Refused			
2011	Districts	NW	Count	73	119	5	197
			% within Districts	37.1%	60.4%	2.5%	100.0%
		NE	Count	66	83	3	152
			% within Districts	43.4%	54.6%	2.0%	100.0%
		KC	Count	56	59	2	117
			% within Districts	47.9%	50.4%	1.7%	100.0%
		CD	Count	66	97	10	173
			% within Districts	38.2%	56.1%	5.8%	100.0%
		SL	Count	54	57	6	117
			% within Districts	46.2%	48.7%	5.1%	100.0%
	SW	Count	91	115	10	216	
		% within Districts	42.1%	53.2%	4.6%	100.0%	
	SE	Count	71	151	13	235	
		% within Districts	30.2%	64.3%	5.5%	100.0%	
	Total		Count	477	681	49	1207
			% within Districts	39.5%	56.4%	4.1%	100.0%

Table 30: District by Question 3: 2012

Districts * Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? Crosstabulation

violation: cross-tabulation						
Year			Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?			Total
			Yes	No	No Opinion/Refused	
2012	Districts	Count	113	223	19	355
		% within Districts	31.8%	62.8%	5.4%	100.0%
	NE	Count	137	214	11	362
		% within Districts	37.8%	59.1%	3.0%	100.0%
	KC	Count	179	176	11	366
		% within Districts	48.9%	48.1%	3.0%	100.0%
	CD	Count	144	219	9	372
		% within Districts	38.7%	58.9%	2.4%	100.0%
	SL	Count	189	182	10	381
		% within Districts	49.6%	47.8%	2.6%	100.0%
SW	Count	149	226	16	391	
	% within Districts	38.1%	57.8%	4.1%	100.0%	
SE	Count	160	210	19	389	
	% within Districts	41.1%	54.0%	4.9%	100.0%	
Total	Count	1071	1450	95	2616	
	% within Districts	40.9%	55.4%	3.6%	100.0%	

Table 31: District by Question 3: 2013

Districts * Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? Crosstabulation

violation: Cross-tabulation							
Year	Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?						
		Yes	No	No Opinion/Refused		Total	
2013	Districts	NW	Count	120	219	15	354
			% within Districts	33.9%	61.9%	4.2%	100.0%
		NE	Count	155	191	14	360
			% within Districts	43.1%	53.1%	3.9%	100.0%
		KC	Count	183	151	21	355
			% within Districts	51.5%	42.5%	5.9%	100.0%
		CD	Count	154	190	11	355
			% within Districts	43.4%	53.5%	3.1%	100.0%
		SL	Count	162	187	9	358
			% within Districts	45.3%	52.2%	2.5%	100.0%
		SW	Count	168	187	14	369
			% within Districts	45.5%	50.7%	3.8%	100.0%
	SE	Count	129	212	18	359	
		% within Districts	35.9%	59.1%	5.0%	100.0%	
	Total		Count	1071	1337	102	2510
			% within Districts	42.7%	53.3%	4.1%	100.0%

Table 32: District by Question 3b: 2010

Districts * In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation											
Year	In your opinion, what should the fine associated with violating Missouri's seat belt law be?										
	0	Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100	No Opinion/Refused	Total			
2010	Districts										
	NW	Count	294	26	76	35	20	13	5	469	
		% within Districts	62.7%	5.5%	16.2%	7.5%	4.3%	2.8%	1.1%	100.0%	
	NE	Count	238	32	62	31	16	8	1	388	
		% within Districts	61.3%	8.2%	16.0%	8.0%	4.1%	2.1%	.3%	100.0%	
	KC	Count	173	29	59	44	17	6	1	329	
		% within Districts	52.6%	8.8%	17.9%	13.4%	5.2%	1.8%	.3%	100.0%	
	CD	Count	217	26	60	50	24	13	5	395	
		% within Districts	54.9%	6.6%	15.2%	12.7%	6.1%	3.3%	1.3%	100.0%	
	SL	Count	147	16	60	36	26	11	4	300	
	% within Districts	49.0%	5.3%	20.0%	12.0%	8.7%	3.7%	1.3%	100.0%		
	SW	Count	297	32	98	65	33	23	0	548	
		% within Districts	54.2%	5.8%	17.9%	11.9%	6.0%	4.2%	.0%	100.0%	
	SE	Count	368	35	79	58	20	19	2	581	
		% within Districts	63.3%	6.0%	13.6%	10.0%	3.4%	3.3%	.3%	100.0%	
Total	Count	1734	196	494	319	156	93	18		3010	
	% within Districts	57.6%	6.5%	16.4%	10.6%	5.2%	3.1%	.6%		100.0%	

Table 33: District by Question 3b: 2011

Districts * In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation												
Year			In your opinion, what should the fine associated with violating Missouri's seat belt law be?								Total	
			0	Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100	No Opinion/Refused			
2011	Districts	NW	Count	124	22	30	10	6	5	0	197	
			% within Districts	62.9%	11.2%	15.2%	5.1%	3.0%	2.5%	.0%	100.0%	
	NE	Count	86	10	31	13	6	4	2	152		
			% within Districts	56.6%	6.6%	20.4%	8.6%	3.9%	2.6%	1.3%	100.0%	
	KC	Count	61	5	14	23	5	6	3	117		
			% within Districts	52.1%	4.3%	12.0%	19.7%	4.3%	5.1%	2.6%	100.0%	
	CD	Count	107	11	25	20	7	2	1	173		
			% within Districts	61.8%	6.4%	14.5%	11.6%	4.0%	1.2%	.6%	100.0%	
	SL	Count	63	7	19	11	7	9	1	117		
			% within Districts	53.8%	6.0%	16.2%	9.4%	6.0%	7.7%	.9%	100.0%	
	SW	Count	125	12	38	17	16	6	2	216		
			% within Districts	57.9%	5.6%	17.6%	7.9%	7.4%	2.8%	.9%	100.0%	
	SE	Count	164	12	27	14	9	8	1	235		
			% within Districts	69.8%	5.1%	11.5%	6.0%	3.8%	3.4%	.4%	100.0%	
Total	Count		730	79	184	108	56	40	10	1207		
			% within Districts	60.5%	6.5%	15.2%	8.9%	4.6%	3.3%	.8%	100.0%	

Table 34: District by Question 3b: 2012

Year		Districts * In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation									
		In your opinion, what should the fine associated with violating Missouri's seat belt law be?									
		0	Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100	No Opinion/Refused	Total		
2012	Districts	NW	Count	242	23	50	17	11	8	4	355
			% within Districts	68.2%	6.5%	14.1%	4.8%	3.1%	2.3%	1.1%	100.0%
		NE	Count	225	24	56	32	16	7	2	362
			% within Districts	62.2%	6.6%	15.5%	8.8%	4.4%	1.9%	.6%	100.0%
		KC	Count	187	19	72	45	20	12	11	366
			% within Districts	51.1%	5.2%	19.7%	12.3%	5.5%	3.3%	3.0%	100.0%
		CD	Count	228	25	52	30	18	16	3	372
			% within Districts	61.3%	6.7%	14.0%	8.1%	4.8%	4.3%	.8%	100.0%
		SL	Count	192	22	66	47	34	17	3	381
			% within Districts	50.4%	5.8%	17.3%	12.3%	8.9%	4.5%	.8%	100.0%
		SW	Count	242	24	52	35	15	18	5	391
			% within Districts	61.9%	6.1%	13.3%	9.0%	3.8%	4.6%	1.3%	100.0%
		SE	Count	229	31	61	33	18	10	7	389
			% within Districts	58.9%	8.0%	15.7%	8.5%	4.6%	2.6%	1.8%	100.0%
Total		Count		1545	168	409	239	132	88	35	2616
		% within Districts		59.1%	6.4%	15.6%	9.1%	5.0%	3.4%	1.3%	100.0%

Table 35: District by Question 3b: 2013

Year		Districts * In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation									
		In your opinion, what should the fine associated with violating Missouri's seat belt law be?					Missouri's seat belt law be?				
		0	Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100	No Opinion/Refused	Total		
2013	Districts	NW	Count	234	24	58	24	5	8	1	354
			% within Districts	66.1%	6.8%	16.4%	6.8%	1.4%	2.3%	.3%	100.0%
		NE	Count	205	34	65	32	7	12	5	360
			% within Districts	56.9%	9.4%	18.1%	8.9%	1.9%	3.3%	1.4%	100.0%
		KC	Count	172	35	65	40	18	22	3	355
			% within Districts	48.5%	9.9%	18.3%	11.3%	5.1%	6.2%	.8%	100.0%
		CD	Count	201	30	54	43	11	10	6	355
			% within Districts	56.6%	8.5%	15.2%	12.1%	3.1%	2.8%	1.7%	100.0%
		SL	Count	196	26	50	41	30	13	2	358
			% within Districts	54.7%	7.3%	14.0%	11.5%	8.4%	3.6%	.6%	100.0%
		SW	Count	201	32	71	34	15	9	7	369
			% within Districts	54.5%	8.7%	19.2%	9.2%	4.1%	2.4%	1.9%	100.0%
		SE	Count	230	19	52	22	14	17	5	359
			% within Districts	64.1%	5.3%	14.5%	6.1%	3.9%	4.7%	1.4%	100.0%
Total		Count		1439	200	415	236	100	91	29	2510
			% within Districts	57.3%	8.0%	16.5%	9.4%	4.0%	3.6%	1.2%	100.0%

Table 36: District by Question 4: 2010

Year		Districts * In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation			
		In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?			Total
		Yes	No	No Opinion/Refused	
2010	Districts				
	NW				
	Count	157	311	1	469
	% within Districts	33.5%	66.3%	.2%	100.0%
	NE				
	Count	131	256	1	388
	% within Districts	33.8%	66.0%	.3%	100.0%
	KC				
	Count	126	202	1	329
	% within Districts	38.3%	61.4%	.3%	100.0%
	CD				
	Count	137	258	0	395
	% within Districts	34.7%	65.3%	.0%	100.0%
	SL				
	Count	74	226	0	300
	% within Districts	24.7%	75.3%	.0%	100.0%
	SW				
	Count	186	360	2	548
	% within Districts	33.9%	65.7%	.4%	100.0%
	SE				
	Count	172	407	2	581
	% within Districts	29.6%	70.1%	.3%	100.0%
	Total				
	Count	983	2020	7	3010
	% within Districts	32.7%	67.1%	.2%	100.0%

Table 37: District by Question 4: 2011

Districts * In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation						
Year	In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?			Total		
	Yes	No	No Opinion/Refused			
2011	Districts	NW	Count	138	1	197
			% within Districts	70.1%	.5%	100.0%
		NE	Count	99	2	152
			% within Districts	65.1%	1.3%	100.0%
		KC	Count	87	2	117
			% within Districts	74.4%	1.7%	100.0%
		CD	Count	114	3	173
			% within Districts	65.9%	1.7%	100.0%
		SL	Count	77	0	117
			% within Districts	65.8%	.0%	100.0%
		SW	Count	161	1	216
			% within Districts	74.5%	.5%	100.0%
		SE	Count	157	1	235
			% within Districts	66.8%	.4%	100.0%
	Total		Count	833	10	1207
		% within Districts	69.0%	.8%	100.0%	

Table 38: District by Question 4: 2012

Year		Districts * In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation			
		In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?			Total
		Yes	No	No Opinion/Refused	
2012	Districts				
	NW	Count	115	239	355
		% within Districts	32.4%	67.3%	100.0%
	NE	Count	109	250	362
		% within Districts	30.1%	69.1%	100.0%
	KC	Count	111	254	366
		% within Districts	30.3%	69.4%	100.0%
	CD	Count	82	290	372
		% within Districts	22.0%	78.0%	100.0%
	SL	Count	97	283	381
		% within Districts	25.5%	74.3%	100.0%
	SW	Count	91	300	391
		% within Districts	23.3%	76.7%	100.0%
	SE	Count	93	295	389
		% within Districts	23.9%	75.8%	100.0%
Total		Count	698	1911	2616
		% within Districts	26.7%	73.1%	100.0%

Table 39: District by Question 4: 2013

Districts * In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation		In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?			Total
Year		Yes	No	No Opinion/Refused	
2013	Districts				
	NW	Count	98	255	354
		% within Districts	27.7%	72.0%	100.0%
	NE	Count	109	248	360
		% within Districts	30.3%	68.9%	100.0%
	KC	Count	64	290	355
		% within Districts	18.0%	81.7%	100.0%
	CD	Count	98	256	355
		% within Districts	27.6%	72.1%	100.0%
	SL	Count	62	294	358
		% within Districts	17.3%	82.1%	100.0%
	SW	Count	95	273	369
		% within Districts	25.7%	74.0%	100.0%
	SE	Count	67	292	359
		% within Districts	18.7%	81.3%	100.0%
Total	Count	593	1908	9	2510
	% within Districts	23.6%	76.0%	.4%	100.0%

Table 40: District by Question 5: 2010

Districts * What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation									
Year	What do you think the chances are of getting a ticket if you don't wear your safety belt?								Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused			
2010	Districts NW	Count	66	105	104	139	41	14	469
		% within Districts	14.1%	22.4%	22.2%	29.6%	8.7%	3.0%	100.0%
	NE	Count	55	81	97	116	29	10	388
		% within Districts	14.2%	20.9%	25.0%	29.9%	7.5%	2.6%	100.0%
	KC	Count	37	55	85	115	32	5	329
		% within Districts	11.2%	16.7%	25.8%	35.0%	9.7%	1.5%	100.0%
	CD	Count	57	72	84	130	33	19	395
		% within Districts	14.4%	18.2%	21.3%	32.9%	8.4%	4.8%	100.0%
	SL	Count	37	42	54	128	32	7	300
		% within Districts	12.3%	14.0%	18.0%	42.7%	10.7%	2.3%	100.0%
Total	SW	Count	69	88	114	209	45	23	548
		% within Districts	12.6%	16.1%	20.8%	38.1%	8.2%	4.2%	100.0%
	SE	Count	79	110	125	184	61	22	581
		% within Districts	13.6%	18.9%	21.5%	31.7%	10.5%	3.8%	100.0%
	Total	Count	400	553	663	1021	273	100	3010
		% within Districts	13.3%	18.4%	22.0%	33.9%	9.1%	3.3%	100.0%

Table 41: District by Question 5: 2011

Year		Districts * What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation								
		What do you think the chances are of getting a ticket if you don't wear your safety belt?								
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total		
2011	Districts	NW	Count	23	33	51	44	18	28	197
			% within Districts	11.7%	16.8%	25.9%	22.3%	9.1%	14.2%	100.0%
		NE	Count	12	33	31	41	16	19	152
			% within Districts	7.9%	21.7%	20.4%	27.0%	10.5%	12.5%	100.0%
		KC	Count	7	16	25	52	6	11	117
			% within Districts	6.0%	13.7%	21.4%	44.4%	5.1%	9.4%	100.0%
		CD	Count	18	24	34	68	14	15	173
			% within Districts	10.4%	13.9%	19.7%	39.3%	8.1%	8.7%	100.0%
		SL	Count	6	22	20	43	11	15	117
			% within Districts	5.1%	18.8%	17.1%	36.8%	9.4%	12.8%	100.0%
		SW	Count	20	25	39	94	12	26	216
			% within Districts	9.3%	11.6%	18.1%	43.5%	5.6%	12.0%	100.0%
		SE	Count	30	33	34	96	15	27	235
			% within Districts	12.8%	14.0%	14.5%	40.9%	6.4%	11.5%	100.0%
Total			Count	116	186	234	438	92	141	1207
			% within Districts	9.6%	15.4%	19.4%	36.3%	7.6%	11.7%	100.0%

Table 42: District by Question 5: 2012

Districts * What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation										
Year	What do you think the chances are of getting a ticket if you don't wear your safety belt?									
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total		
2012	Districts	NW	Count	48	55	77	110	34	31	355
			% within Districts	13.5%	15.5%	21.7%	31.0%	9.6%	8.7%	100.0%
		NE	Count	43	69	82	113	25	30	362
			% within Districts	11.9%	19.1%	22.7%	31.2%	6.9%	8.3%	100.0%
		KC	Count	52	52	69	136	31	26	366
			% within Districts	14.2%	14.2%	18.9%	37.2%	8.5%	7.1%	100.0%
		CD	Count	38	71	81	118	32	32	372
			% within Districts	10.2%	19.1%	21.8%	31.7%	8.6%	8.6%	100.0%
		SL	Count	49	52	63	152	40	25	381
			% within Districts	12.9%	13.6%	16.5%	39.9%	10.5%	6.6%	100.0%
		SW	Count	43	58	85	139	28	38	391
			% within Districts	11.0%	14.8%	21.7%	35.5%	7.2%	9.7%	100.0%
		SE	Count	48	67	91	127	29	27	389
			% within Districts	12.3%	17.2%	23.4%	32.6%	7.5%	6.9%	100.0%
Total		Count	321	424	548	895	219	209	2616	
		% within Districts	12.3%	16.2%	20.9%	34.2%	8.4%	8.0%	100.0%	

Table 43: District by Question 5: 2013

Districts * What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation									
Year			What do you think the chances are of getting a ticket if you don't wear your safety belt?						
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total
2013	Districts	Count	54	71	70	92	32	35	354
		% within Districts	15.3%	20.1%	19.8%	26.0%	9.0%	9.9%	100.0%
	NE	Count	47	62	61	125	30	35	360
		% within Districts	13.1%	17.2%	16.9%	34.7%	8.3%	9.7%	100.0%
	KC	Count	43	48	60	128	46	30	355
		% within Districts	12.1%	13.5%	16.9%	36.1%	13.0%	8.5%	100.0%
	CD	Count	38	51	71	134	32	29	355
		% within Districts	10.7%	14.4%	20.0%	37.7%	9.0%	8.2%	100.0%
	SL	Count	43	51	53	128	42	41	358
		% within Districts	12.0%	14.2%	14.8%	35.8%	11.7%	11.5%	100.0%
	SW	Count	49	61	64	127	30	38	369
		% within Districts	13.3%	16.5%	17.3%	34.4%	8.1%	10.3%	100.0%
	SE	Count	45	71	50	123	31	39	359
		% within Districts	12.5%	19.8%	13.9%	34.3%	8.6%	10.9%	100.0%
Total	Count	319	415	429	857	243	247	2510	
	% within Districts	12.7%	16.5%	17.1%	34.1%	9.7%	9.8%	100.0%	

Table 44: District by Question 6: 2010

Year		Districts * On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation							
		On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?				Total			
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused		
2010	Districts NW	Count	21	41	51	210	143	3	469
		% within Districts	4.5%	8.7%	10.9%	44.8%	30.5%	.6%	100.0%
	NE	Count	15	45	51	149	127	1	388
		% within Districts	3.9%	11.6%	13.1%	38.4%	32.7%	.3%	100.0%
	KC	Count	9	27	42	154	97	0	329
		% within Districts	2.7%	8.2%	12.8%	46.8%	29.5%	.0%	100.0%
	CD	Count	15	25	56	178	120	1	395
		% within Districts	3.8%	6.3%	14.2%	45.1%	30.4%	.3%	100.0%
	SL	Count	16	36	44	131	70	3	300
		% within Districts	5.3%	12.0%	14.7%	43.7%	23.3%	1.0%	100.0%
	SW	Count	27	48	61	240	169	3	548
		% within Districts	4.9%	8.8%	11.1%	43.8%	30.8%	.5%	100.0%
	SE	Count	26	67	66	234	184	4	581
		% within Districts	4.5%	11.5%	11.4%	40.3%	31.7%	.7%	100.0%
	Total	Count	129	289	371	1296	910	15	3010
		% within Districts	4.3%	9.6%	12.3%	43.1%	30.2%	.5%	100.0%

Table 45: District by Question 6: 2011

Districts * On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation										
Year	On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?								Total	
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused				
2011	Districts	NW	Count	4	22	24	78	67	2	197
			% within Districts	2.0%	11.2%	12.2%	39.6%	34.0%	1.0%	100.0%
		NE	Count	6	15	15	64	51	1	152
			% within Districts	3.9%	9.9%	9.9%	42.1%	33.6%	.7%	100.0%
		KC	Count	2	9	19	56	30	1	117
			% within Districts	1.7%	7.7%	16.2%	47.9%	25.6%	.9%	100.0%
		CD	Count	10	18	23	75	47	0	173
			% within Districts	5.8%	10.4%	13.3%	43.4%	27.2%	.0%	100.0%
		SL	Count	2	7	13	66	28	1	117
			% within Districts	1.7%	6.0%	11.1%	56.4%	23.9%	.9%	100.0%
		SW	Count	8	19	21	85	78	5	216
			% within Districts	3.7%	8.8%	9.7%	39.4%	36.1%	2.3%	100.0%
		SE	Count	11	21	23	86	89	5	235
			% within Districts	4.7%	8.9%	9.8%	36.6%	37.9%	2.1%	100.0%
	Total		Count	43	111	138	510	390	15	1207
			% within Districts	3.6%	9.2%	11.4%	42.3%	32.3%	1.2%	100.0%

Table 46: District by Question 6: 2012

Year		Districts * On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation							
		On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?							Total
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused		
2012	Districts								
	NW								
	Count	12	29	31	167	110	6	355	
	% within Districts	3.4%	8.2%	8.7%	47.0%	31.0%	1.7%	100.0%	
	NE								
	Count	14	40	43	149	110	6	362	
	% within Districts	3.9%	11.0%	11.9%	41.2%	30.4%	1.7%	100.0%	
	KC								
	Count	11	39	52	139	122	3	366	
	% within Districts	3.0%	10.7%	14.2%	38.0%	33.3%	.8%	100.0%	
	CD								
	Count	16	44	44	153	114	1	372	
	% within Districts	4.3%	11.8%	11.8%	41.1%	30.6%	.3%	100.0%	
	SL								
	Count	15	33	64	147	120	2	381	
	% within Districts	3.9%	8.7%	16.8%	38.6%	31.5%	.5%	100.0%	
	SW								
	Count	22	31	58	154	116	10	391	
	% within Districts	5.6%	7.9%	14.8%	39.4%	29.7%	2.6%	100.0%	
	SE								
	Count	15	28	51	148	134	13	389	
	% within Districts	3.9%	7.2%	13.1%	38.0%	34.4%	3.3%	100.0%	
	Total								
	Count	105	244	343	1057	826	41	2616	
	% within Districts	4.0%	9.3%	13.1%	40.4%	31.6%	1.6%	100.0%	

Table 47: District by Question 6: 2013

Districts * On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation										
Year		On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?								
		Always	Most of the time	Half of the time	Rarely	Never	Opinion/Refused		Total	
2013	Districts	NW	Count	15	38	30	127	143	1	354
		% within Districts	4.2%	10.7%	8.5%	35.9%	40.4%	.3%	100.0%	
	NE	Count	8	49	35	147	112	9	360	
		% within Districts	2.2%	13.6%	9.7%	40.8%	31.1%	2.5%	100.0%	
	KC	Count	17	26	46	159	100	7	355	
		% within Districts	4.8%	7.3%	13.0%	44.8%	28.2%	2.0%	100.0%	
	CD	Count	11	28	37	141	135	3	355	
		% within Districts	3.1%	7.9%	10.4%	39.7%	38.0%	.8%	100.0%	
	SL	Count	12	51	53	134	102	6	358	
		% within Districts	3.4%	14.2%	14.8%	37.4%	28.5%	1.7%	100.0%	
	SW	Count	15	41	33	140	136	4	369	
		% within Districts	4.1%	11.1%	8.9%	37.9%	36.9%	1.1%	100.0%	
	SE	Count	12	20	36	140	144	7	359	
Total		% within Districts	3.3%	5.6%	10.0%	39.0%	40.1%	1.9%	100.0%	
	Count		90	253	270	988	872	37	2510	
	% within Districts		3.6%	10.1%	10.8%	39.4%	34.7%	1.5%	100.0%	

Table 48: District by Question 7: 2010

Districts * On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation										
Year	On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?								Total	
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused			
2010	Districts	NW	Count	6	19	17	153	274	0	469
			% within Districts	1.3%	4.1%	3.6%	32.6%	58.4%	.0%	100.0%
		NE	Count	8	19	21	109	230	1	388
			% within Districts	2.1%	4.9%	5.4%	28.1%	59.3%	.3%	100.0%
		KC	Count	10	12	23	115	169	0	329
			% within Districts	3.0%	3.6%	7.0%	35.0%	51.4%	.0%	100.0%
		CD	Count	10	9	27	137	211	1	395
			% within Districts	2.5%	2.3%	6.8%	34.7%	53.4%	.3%	100.0%
		SL	Count	9	12	30	98	151	0	300
			% within Districts	3.0%	4.0%	10.0%	32.7%	50.3%	.0%	100.0%
		SW	Count	9	14	36	176	310	3	548
			% within Districts	1.6%	2.6%	6.6%	32.1%	56.6%	.5%	100.0%
		SE	Count	10	18	29	172	349	3	581
			% within Districts	1.7%	3.1%	5.0%	29.6%	60.1%	.5%	100.0%
	Total		Count	62	103	183	960	1694	8	3010
			% within Districts	2.1%	3.4%	6.1%	31.9%	56.3%	.3%	100.0%

Table 49: District by Question 7: 2011

Districts * On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation											
Year				On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?							Total
				Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused		
2011	Districts	NW	Count	4	7	6	68	112	0	197	
			% within Districts	2.0%	3.6%	3.0%	34.5%	56.9%	0.0%	100.0%	
		NE	Count	1	4	8	38	101	0	152	
			% within Districts	.7%	2.6%	5.3%	25.0%	66.4%	0.0%	100.0%	
		KC	Count	3	3	4	48	58	1	117	
			% within Districts	2.6%	2.6%	3.4%	41.0%	49.6%	.9%	100.0%	
		CD	Count	2	8	6	66	89	2	173	
			% within Districts	1.2%	4.6%	3.5%	38.2%	51.4%	1.2%	100.0%	
		SL	Count	1	3	14	39	58	2	117	
			% within Districts	.9%	2.6%	12.0%	33.3%	49.6%	1.7%	100.0%	
	SW	Count	2	2	7	71	131	3	216		
		% within Districts	.9%	.9%	3.2%	32.9%	60.6%	1.4%	100.0%		
	SE	Count	2	15	11	62	144	1	235		
		% within Districts	.9%	6.4%	4.7%	26.4%	61.3%	.4%	100.0%		
	Total	Count	15	42	56	392	693	9	1207		
		% within Districts	1.2%	3.5%	4.6%	32.5%	57.4%	.7%	100.0%		

Table 50: District by Question 7: 2012

Year		Districts * On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation							
		On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?				No Opinion/Refused		Total	
		Always	Most of the time	Half of the time	Rarely	Never			
2012	Districts								
	NW	Count	3	20	16	98	216	2	355
		% within Districts	.8%	5.6%	4.5%	27.6%	60.8%	.6%	100.0%
	NE	Count	10	9	23	113	201	6	362
		% within Districts	2.8%	2.5%	6.4%	31.2%	55.5%	1.7%	100.0%
	KC	Count	6	14	39	129	176	2	366
		% within Districts	1.6%	3.8%	10.7%	35.2%	48.1%	.5%	100.0%
	CD	Count	15	18	22	126	187	4	372
		% within Districts	4.0%	4.8%	5.9%	33.9%	50.3%	1.1%	100.0%
	SL	Count	7	17	36	114	206	1	381
		% within Districts	1.8%	4.5%	9.4%	29.9%	54.1%	.3%	100.0%
	SW	Count	8	7	24	137	210	5	391
		% within Districts	2.0%	1.8%	6.1%	35.0%	53.7%	1.3%	100.0%
	SE	Count	5	15	29	114	220	6	389
		% within Districts	1.3%	3.9%	7.5%	29.3%	56.6%	1.5%	100.0%
	Total	Count	54	100	189	831	1416	26	2616
		% within Districts	2.1%	3.8%	7.2%	31.8%	54.1%	1.0%	100.0%

Table 51: District by Question 7: 2013

Districts * On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation										
Year	On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?								Total	
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused				
2013	Districts	NW	Count	16	13	16	95	212	2	354
			% within Districts	4.5%	3.7%	4.5%	26.8%	59.9%	.6%	100.0%
	NE	Count	3	17	14	112	212	2	360	
		% within Districts	.8%	4.7%	3.9%	31.1%	58.9%	.6%	100.0%	
	KC	Count	9	10	23	120	190	3	355	
		% within Districts	2.5%	2.8%	6.5%	33.8%	53.5%	.8%	100.0%	
	CD	Count	7	13	15	102	218	0	355	
		% within Districts	2.0%	3.7%	4.2%	28.7%	61.4%	.0%	100.0%	
	SL	Count	4	18	23	123	187	3	358	
		% within Districts	1.1%	5.0%	6.4%	34.4%	52.2%	.8%	100.0%	
	SW	Count	6	13	20	110	217	3	369	
		% within Districts	1.6%	3.5%	5.4%	29.8%	58.8%	.8%	100.0%	
	SE	Count	5	9	12	86	244	3	359	
		% within Districts	1.4%	2.5%	3.3%	24.0%	68.0%	.8%	100.0%	
Total		Count	50	93	123	748	1480	16	2510	
		% within Districts	2.0%	3.7%	4.9%	29.8%	59.0%	.6%	100.0%	

Table 52: District by Question 8: 2010

Year		Districts * In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation			
		In the past 30 days, have you read, seen or heard anything about speed enforcement by police?			Total
		Yes	No	No Opinion/Refused	
2010	Districts				
	NW				
	Count	171	296	2	469
	% within Districts	36.5%	63.1%	.4%	100.0%
	NE				
	Count	159	228	1	388
	% within Districts	41.0%	58.8%	.3%	100.0%
	KC				
	Count	128	200	1	329
	% within Districts	38.9%	60.8%	.3%	100.0%
	CD				
	Count	165	230	0	395
	% within Districts	41.8%	58.2%	.0%	100.0%
	SL				
	Count	118	182	0	300
	% within Districts	39.3%	60.7%	.0%	100.0%
	SW				
	Count	164	383	1	548
	% within Districts	29.9%	69.9%	.2%	100.0%
	SE				
	Count	181	397	3	581
	% within Districts	31.2%	68.3%	.5%	100.0%
	Total				
	Count	1086	1916	8	3010
	% within Districts	36.1%	63.7%	.3%	100.0%

Table 53: District by Question 8: 2011

Year		Districts * In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation			
		In the past 30 days, have you read, seen or heard anything about speed enforcement by police?			Total
		Yes	No	No Opinion/Refused	
2011	Districts				
	NW	Count	65	129	197
		% within Districts	33.0%	65.5%	100.0%
	NE	Count	57	95	152
		% within Districts	37.5%	62.5%	100.0%
	KC	Count	37	78	117
		% within Districts	31.6%	66.7%	100.0%
	CD	Count	54	117	173
		% within Districts	31.2%	67.6%	100.0%
	SL	Count	43	73	117
		% within Districts	36.8%	62.4%	100.0%
	SW	Count	38	176	216
		% within Districts	17.6%	81.5%	100.0%
	SE	Count	69	163	235
		% within Districts	29.4%	69.4%	100.0%
	Total	Count	363	831	1207
		% within Districts	30.1%	68.8%	100.0%

Table 54: District by Question 8: 2012

Districts * In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation					
Year			In the past 30 days, have you read, seen or heard anything about speed enforcement by police?		
			Yes	No	No Opinion/Refused
2012	Districts	NW	Count	221	3
			% within Districts	62.3%	.8%
		NE	Count	231	2
			% within Districts	63.8%	.6%
		KC	Count	256	0
			% within Districts	69.9%	.0%
		CD	Count	251	1
			% within Districts	67.5%	.3%
		SL	Count	234	2
			% within Districts	61.4%	.5%
		SW	Count	268	3
			% within Districts	68.5%	.8%
		SE	Count	257	1
			% within Districts	66.1%	.3%
Total		Count	886	1718	12
		% within Districts	33.9%	65.7%	.5%
Total					355
					100.0%
					362
					100.0%
					366
					100.0%
					372
					100.0%
					381
					100.0%
					391
					100.0%
					389
					100.0%
					2616
					100.0%

Table 55: District by Question 8: 2013

Year		Districts * In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation			
		In the past 30 days, have you read, seen or heard anything about speed enforcement by police?			Total
		Yes	No	No Opinion/Refused	
2013	Districts				
	NW				
	Count	106	247	1	354
	% within Districts	29.9%	69.8%	.3%	100.0%
	NE				
	Count	108	252	0	360
	% within Districts	30.0%	70.0%	.0%	100.0%
	KC				
	Count	108	245	2	355
	% within Districts	30.4%	69.0%	.6%	100.0%
	CD				
	Count	109	245	1	355
	% within Districts	30.7%	69.0%	.3%	100.0%
	SL				
	Count	100	256	2	358
	% within Districts	27.9%	71.5%	.6%	100.0%
	SW				
	Count	108	259	2	369
	% within Districts	29.3%	70.2%	.5%	100.0%
	SE				
	Count	68	289	2	359
	% within Districts	18.9%	80.5%	.6%	100.0%
Total	Count	707	1793	10	2510
	% within Districts	28.2%	71.4%	.4%	100.0%

Table 56: District by Question 9: 2010

Districts * What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation											
Year	What do you think the chances are of getting a ticket if you drive over the speed limit?										
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total				
2010	Districts	NW	Count	44	150	151	99	15	10	469	
			% within Districts	9.4%	32.0%	32.2%	21.1%	3.2%	2.1%	100.0%	
		NE	Count	36	130	142	66	12	2	388	
			% within Districts	9.3%	33.5%	36.6%	17.0%	3.1%	.5%	100.0%	
		KC	Count	40	93	113	67	11	5	329	
			% within Districts	12.2%	28.3%	34.3%	20.4%	3.3%	1.5%	100.0%	
		CD	Count	42	107	134	90	17	5	395	
			% within Districts	10.6%	27.1%	33.9%	22.8%	4.3%	1.3%	100.0%	
		SL	Count	35	69	120	65	9	2	300	
			% within Districts	11.7%	23.0%	40.0%	21.7%	3.0%	.7%	100.0%	
		SW	Count	55	152	176	141	13	11	548	
			% within Districts	10.0%	27.7%	32.1%	25.7%	2.4%	2.0%	100.0%	
		SE	Count	78	190	176	97	30	10	581	
			% within Districts	13.4%	32.7%	30.3%	16.7%	5.2%	1.7%	100.0%	
Total			Count	330	891	1012	625	107	45	3010	
				% within Districts	11.0%	29.6%	33.6%	20.8%	3.6%	1.5%	100.0%

Table 57: District by Question 9: 2011

Districts * What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation										
Year	What do you think the chances are of getting a ticket if you drive over the speed limit?									
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total			
2011	Districts	NW	Count	17	65	70	36	4	5	197
			% within Districts	8.6%	33.0%	35.5%	18.3%	2.0%	2.5%	100.0%
		NE	Count	12	44	43	36	10	7	152
			% within Districts	7.9%	28.9%	28.3%	23.7%	6.6%	4.6%	100.0%
		KC	Count	9	25	32	43	5	3	117
			% within Districts	7.7%	21.4%	27.4%	36.8%	4.3%	2.6%	100.0%
		CD	Count	17	39	53	45	8	11	173
			% within Districts	9.8%	22.5%	30.6%	26.0%	4.6%	6.4%	100.0%
		SL	Count	7	26	44	29	7	4	117
			% within Districts	6.0%	22.2%	37.6%	24.8%	6.0%	3.4%	100.0%
		SW	Count	20	55	63	55	6	17	216
			% within Districts	9.3%	25.5%	29.2%	25.5%	2.8%	7.9%	100.0%
		SE	Count	23	51	72	65	9	15	235
			% within Districts	9.8%	21.7%	30.6%	27.7%	3.8%	6.4%	100.0%
Total		Count	105	305	377	309	49	62	1207	
		% within Districts	8.7%	25.3%	31.2%	25.6%	4.1%	5.1%	100.0%	

Table 58: District by Question 9: 2012

Year		Districts * What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation						
		What do you think the chances are of getting a ticket if you drive over the speed limit?						Total
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
2012	Districts							
	NW							
	Count	31	91	109	88	16	20	355
	% within Districts	8.7%	25.6%	30.7%	24.8%	4.5%	5.6%	100.0%
	NE							
	Count	30	102	119	85	12	14	362
	% within Districts	8.3%	28.2%	32.9%	23.5%	3.3%	3.9%	100.0%
	KC							
	Count	34	91	117	101	11	12	366
	% within Districts	9.3%	24.9%	32.0%	27.6%	3.0%	3.3%	100.0%
	CD							
	Count	35	108	121	85	12	11	372
	% within Districts	9.4%	29.0%	32.5%	22.8%	3.2%	3.0%	100.0%
	SL							
	Count	43	95	107	114	19	3	381
	% within Districts	11.3%	24.9%	28.1%	29.9%	5.0%	.8%	100.0%
	SW							
	Count	39	92	138	97	11	14	391
	% within Districts	10.0%	23.5%	35.3%	24.8%	2.8%	3.6%	100.0%
	SE							
	Count	41	112	122	81	15	18	389
	% within Districts	10.5%	28.8%	31.4%	20.8%	3.9%	4.6%	100.0%
Total								
Count		253	691	833	651	96	92	2616
% within Districts		9.7%	26.4%	31.8%	24.9%	3.7%	3.5%	100.0%

Table 59: District by Question 9: 2013

Year		Districts * What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation						
		What do you think the chances are of getting a ticket if you drive over the speed limit?						Total
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
2013	Districts							
	NW	Count	40	111	107	68	14	354
		% within Districts	11.3%	31.4%	30.2%	19.2%	4.0%	100.0%
	NE	Count	28	101	120	80	16	360
		% within Districts	7.8%	28.1%	33.3%	22.2%	4.4%	100.0%
	KC	Count	32	96	114	84	16	355
		% within Districts	9.0%	27.0%	32.1%	23.7%	4.5%	100.0%
	CD	Count	40	86	116	85	9	355
		% within Districts	11.3%	24.2%	32.7%	23.9%	2.5%	100.0%
	SL	Count	35	87	114	91	14	358
		% within Districts	9.8%	24.3%	31.8%	25.4%	3.9%	100.0%
	SW	Count	32	105	108	86	21	369
		% within Districts	8.7%	28.5%	29.3%	23.3%	5.7%	100.0%
	SE	Count	48	102	100	78	20	359
		% within Districts	13.4%	28.4%	27.9%	21.7%	5.6%	100.0%
	Total	Count	255	688	779	572	110	2510
		% within Districts	10.2%	27.4%	31.0%	22.8%	4.4%	100.0%

Table 60: District by Question 10: 2012

Districts * How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation									
Year	How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?								
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total		
Districts NW 2012 Count	0	10	28	148	169	0	355		
% within Districts	.0%	2.8%	7.9%	41.7%	47.6%	.0%	100.0%		
NE 2012 Count	3	11	35	181	130	2	362		
% within Districts	.8%	3.0%	9.7%	50.0%	35.9%	.6%	100.0%		
KC 2012 Count	5	10	37	155	159	0	366		
% within Districts	1.4%	2.7%	10.1%	42.3%	43.4%	.0%	100.0%		
CD 2012 Count	4	7	38	164	159	0	372		
% within Districts	1.1%	1.9%	10.2%	44.1%	42.7%	.0%	100.0%		
SL 2012 Count	3	8	30	164	176	0	381		
% within Districts	.8%	2.1%	7.9%	43.0%	46.2%	.0%	100.0%		
SW 2012 Count	5	8	35	179	162	2	391		
% within Districts	1.3%	2.0%	9.0%	45.8%	41.4%	.5%	100.0%		
SE 2012 Count	3	9	34	151	186	6	389		
% within Districts	.8%	2.3%	8.7%	38.8%	47.8%	1.5%	100.0%		
Total 2012 Count	23	63	237	1142	1141	10	2616		
% within Districts	.9%	2.4%	9.1%	43.7%	43.6%	.4%	100.0%		

This question was first asked in 2012.

Table 61: District by Question 10: 2013

Districts * How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation ^a									
		How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?						Total	
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused		
Districts	NW	Count	4	6	29	122	188	5	354
		% within Districts	1.1%	1.7%	8.2%	34.5%	53.1%	1.4%	100.0%
	NE	Count	6	12	31	162	149	0	360
		% within Districts	1.7%	3.3%	8.6%	45.0%	41.4%	0%	100.0%
	KC	Count	8	9	24	151	162	1	355
		% within Districts	2.3%	2.5%	6.8%	42.5%	45.6%	.3%	100.0%
	CD	Count	0	16	18	127	193	1	355
		% within Districts	.0%	4.5%	5.1%	35.8%	54.4%	.3%	100.0%
	SL	Count	1	15	31	131	177	3	358
		% within Districts	.3%	4.2%	8.7%	36.6%	49.4%	.8%	100.0%
	SW	Count	6	14	33	128	186	2	369
		% within Districts	1.6%	3.8%	8.9%	34.7%	50.4%	.5%	100.0%
	SE	Count	1	6	22	135	194	1	359
		% within Districts	.3%	1.7%	6.1%	37.6%	54.0%	.3%	100.0%
Total		Count	26	78	188	956	1249	13	2510
		% within Districts	1.0%	3.1%	7.5%	38.1%	49.8%	.5%	100.0%

a. Year = 2013

Table 62: District by Question 11: 2012

Year		How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation						
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total
Districts	NW	Count	0	0	26	329	0	355
		% within Districts	.0%	.0%	7.3%	92.7%	.0%	100.0%
	NE	Count	1	4	27	327	2	362
		% within Districts	.3%	1.1%	7.5%	90.3%	.6%	100.0%
	KC	Count	0	2	49	307	0	366
		% within Districts	.0%	.5%	13.4%	83.9%	.0%	100.0%
	CD	Count	3	2	37	327	1	372
		% within Districts	.8%	.5%	9.9%	87.9%	.3%	100.0%
	SL	Count	2	1	35	334	1	381
		% within Districts	.5%	.3%	9.2%	87.7%	.3%	100.0%
	SW	Count	2	1	38	348	2	391
		% within Districts	.5%	.3%	9.7%	89.0%	.5%	100.0%
	SE	Count	1	2	28	349	5	389
		% within Districts	.3%	.5%	7.2%	89.7%	1.3%	100.0%
Total	2012	Count	9	9	240	2321	11	2616
		% within Districts	.3%	.3%	9.2%	88.7%	.4%	100.0%

This question was first asked in 2012.

Table 63: District by Question 11: 2013

Districts * How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?

		Crosstabulation ^a					
		How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?					
		Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total
Districts	NW	Count 2 .6%	3 .8%	30 8.5%	316 89.3%	3 .8%	354 100.0%
	NE	Count 2 .6%	4 1.1%	43 11.9%	310 86.1%	1 .3%	360 100.0%
	KC	Count 1 .3%	2 .6%	26 7.3%	326 91.8%	0 .0%	355 100.0%
	CD	Count 0 .0%	2 .6%	17 4.8%	336 94.6%	0 .0%	355 100.0%
	SL	Count 0 .0%	2 .6%	23 6.4%	331 92.5%	2 .6%	358 100.0%
	SW	Count 1 .3%	5 1.4%	28 7.6%	335 90.8%	0 .0%	369 100.0%
	SE	Count 0 .0%	4 1.1%	21 5.8%	333 92.8%	1 .3%	359 100.0%
Total		Count 6 2%	22 9%	188 7.5%	2287 91.1%	7 3%	2510 100.0%

a. Year = 2013

Always does not appear as a column because no respondent answered that option in 2013.

Table 64: District by Question 12: 2010

Districts * Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support

regarding cellular phone usage while driving? Crosstabulation										
Year		Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?								
		Full Restrictions - No Cellular Phone Use Allowed	Ban on Texting While Driving, Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	No Opinion/ Refused	Total		
2010	Districts	NW	Count	186	113	99	49	17	5	469
			% within Districts	39.7%	24.1%	21.1%	10.4%	3.6%	1.1%	100.0%
		NE	Count	157	102	67	44	15	3	388
			% within Districts	40.5%	26.3%	17.3%	11.3%	3.9%	.8%	100.0%
		KC	Count	101	79	68	66	11	4	329
			% within Districts	30.7%	24.0%	20.7%	20.1%	3.3%	1.2%	100.0%
		CD	Count	155	106	72	44	14	4	395
			% within Districts	39.2%	26.8%	18.2%	11.1%	3.5%	1.0%	100.0%
		SL	Count	130	64	68	33	5	0	300
			% within Districts	43.3%	21.3%	22.7%	11.0%	1.7%	.0%	100.0%
		SW	Count	208	150	113	55	19	3	548
			% within Districts	38.0%	27.4%	20.6%	10.0%	3.5%	.5%	100.0%
		SE	Count	242	165	86	66	12	10	581
			% within Districts	41.7%	28.4%	14.8%	11.4%	2.1%	1.7%	100.0%
	Total		Count	1179	779	573	357	93	29	3010
			% within Districts	39.2%	25.9%	19.0%	11.9%	3.1%	1.0%	100.0%

Table 65: District by Question 12: 2011

Districts * Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving? Crosstabulation

regarding cellular phone usage while driving, or prohibition											
Year		Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?									
		Full Restrictions - No Cellular Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	Refused	Total			
2011	Districts	NW	Count	83	49	32	25	6	2	197	
			% within Districts	42.1%	24.9%	16.2%	12.7%	3.0%	1.0%	100.0%	
	NE	Count	77	28	20	24	1	2	152		
			% within Districts	50.7%	18.4%	13.2%	15.8%	.7%	1.3%	100.0%	
	KC	Count	46	32	21	15	2	1	117		
			% within Districts	39.3%	27.4%	17.9%	12.8%	1.7%	.9%	100.0%	
	CD	Count	69	33	30	31	6	4	173		
			% within Districts	39.9%	19.1%	17.3%	17.9%	3.5%	2.3%	100.0%	
	SL	Count	48	27	22	16	4	0	117		
			% within Districts	41.0%	23.1%	18.8%	13.7%	3.4%	.0%	100.0%	
	SW	Count	106	36	37	33	3	1	216		
			% within Districts	49.1%	16.7%	17.1%	15.3%	1.4%	.5%	100.0%	
	SE	Count	100	58	25	37	6	9	235		
			% within Districts	42.6%	24.7%	10.6%	15.7%	2.6%	3.8%	100.0%	
	Total	Count	529	263	187	181	28	19	1207		
			% within Districts	43.8%	21.8%	15.5%	15.0%	2.3%	1.6%	100.0%	

Table 66: District by Question 12: 2012

Districts ' Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone use while driving? Crosstabulation

		Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone use while driving?							
		Full Restrictions - No Cellular Phone Use Allowed	Ban on Texting While Driving, Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	No Opinion/Refused	Total	
Districts	NW	Count	127	71	66	73	14	4	355
		% within Districts	35.8%	20.0%	18.6%	20.6%	3.9%	1.1%	100.0%
NE	Count	112	86	64	74	18	8	362	
	% within Districts	30.9%	23.8%	17.7%	20.4%	5.0%	2.2%	100.0%	
KC	Count	126	75	59	81	13	12	366	
	% within Districts	34.4%	20.5%	16.1%	22.1%	3.6%	3.3%	100.0%	
CD	Count	124	89	59	72	18	10	372	
	% within Districts	33.3%	23.9%	15.9%	19.4%	4.8%	2.7%	100.0%	
SL	Count	147	73	64	72	15	10	381	
	% within Districts	38.6%	19.2%	16.8%	18.9%	3.9%	2.6%	100.0%	
SW	Count	134	99	65	65	24	4	391	
	% within Districts	34.3%	25.3%	16.6%	16.6%	6.1%	1.0%	100.0%	
SE	Count	146	102	53	69	11	8	389	
	% within Districts	37.5%	26.2%	13.6%	17.7%	2.8%	2.1%	100.0%	
Total	Count	916	595	430	506	113	56	2616	
	% within Districts	35.0%	22.7%	16.4%	19.3%	4.3%	2.1%	100.0%	

Table 67: District by Question 12: 2013

	2013	Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?						Total
		Full Restrictions No Cellular Phone Use Allowed	Ban on Texting While Driving, Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	Opinion/Refused	
Districts	NW	Count % within Districts	115 32.5%	90 25.4%	42 11.9%	83 23.4%	13 3.7%	354 100.0%
	NE	Count % within Districts	92 25.6%	79 21.9%	53 14.7%	98 27.2%	22 6.1%	360 100.0%
	KC	Count % within Districts	110 31.0%	62 17.5%	67 18.9%	89 25.1%	18 5.1%	355 100.0%
	CD	Count % within Districts	110 31.0%	84 23.7%	42 11.8%	87 24.5%	19 5.4%	355 100.0%
	SL	Count % within Districts	98 27.4%	66 18.4%	56 15.6%	107 29.9%	20 5.6%	358 100.0%
	SW	Count % within Districts	114 30.9%	90 24.4%	45 12.2%	81 22.0%	23 6.2%	369 100.0%
	SE	Count % within Districts	129 35.9%	77 21.4%	31 8.6%	97 27.0%	15 4.2%	359 100.0%
	Total	Count % within Districts	768 30.6%	548 21.8%	336 13.4%	642 25.6%	130 5.2%	2510 100.0%

Table 68: District by Question 13: 2010

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Districts Crosstabulation											
Year			Districts							Total	
			NW	NE	KC	CD	SL	SW	SE		
2010	In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	434	361	295	349	249	510	538	2736
		%	15.9%	13.2%	10.8%	12.8%	9.1%	18.6%	19.7%	100.0%	
		1	Count	7	8	8	18	14	11	10	76
		%	9.2%	10.5%	10.5%	23.7%	18.4%	14.5%	13.2%	100.0%	
		2	Count	9	11	10	12	11	11	14	78
		%	11.5%	14.1%	12.8%	15.4%	14.1%	14.1%	17.9%	100.0%	
		3	Count	4	0	3	2	3	2	4	18
		%	22.2%	0.0%	16.7%	11.1%	16.7%	11.1%	22.2%	100.0%	
		4	Count	2	1	2	0	4	0	1	10
		%	20.0%	10.0%	20.0%	0.0%	40.0%	0.0%	10.0%	100.0%	
		5	Count	2	0	1	2	1	0	1	7
		%	28.6%	0.0%	14.3%	28.6%	14.3%	0.0%	14.3%	100.0%	
		6	Count	0	0	1	1	3	0	0	5
		%	0.0%	0.0%	20.0%	20.0%	60.0%	0.0%	0.0%	100.0%	
		8	Count	0	0	0	0	0	0	1	1
		%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	
		10	Count	0	0	0	1	3	1	1	6
		%	0.0%	0.0%	0.0%	16.7%	50.0%	16.7%	16.7%	100.0%	
		12	Count	0	0	0	0	1	0	0	1
		%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	
16	Count	0	0	0	0	0	0	1	1		
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%			
20	Count	0	0	0	0	1	0	1	2		
%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	100.0%			
24	Count	0	0	0	0	1	0	0	1		
%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%			
30	Count	0	0	1	0	0	1	0	2		
%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	100.0%			
40	Count	0	1	0	1	0	0	0	2		
%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	100.0%			
50	Count	0	0	0	1	0	0	0	1		
%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%			
60	Count	1	0	0	2	1	1	1	6		
%	16.7%	0.0%	0.0%	33.3%	16.7%	16.7%	16.7%	100.0%			
Refused	Count	10	6	8	6	8	11	8	57		
%	17.5%	10.5%	14.0%	10.5%	14.0%	19.3%	14.0%	100.0%			
Total	Count	469	388	329	395	300	548	581	3010		
%	15.6%	12.9%	10.9%	13.1%	10.0%	18.2%	19.3%	100.0%			

Table 69: District by Question 13: 2011

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Districts Crosstabulation										
Year			Districts							Total
			NW	NE	KC	CD	SL	SW	SE	
2011	0	Count	169	134	98	144	92	195	204	1036
		%	16.3%	12.9%	9.5%	13.9%	8.9%	18.8%	19.7%	100.0%
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	1	Count	3	1	4	4	7	1	2	22
		%	13.6%	4.5%	18.2%	18.2%	31.8%	4.5%	9.1%	100.0%
	2	Count	3	1	0	5	4	4	3	20
		%	15.0%	5.0%	0.0%	25.0%	20.0%	20.0%	15.0%	100.0%
	3	Count	2	0	3	1	2	0	3	11
		%	18.2%	0.0%	27.3%	9.1%	18.2%	0.0%	27.3%	100.0%
	4	Count	1	1	0	1	1	1	0	5
		%	20.0%	20.0%	0.0%	20.0%	20.0%	20.0%	0.0%	100.0%
	5	Count	1	0	1	2	0	0	1	5
		%	20.0%	0.0%	20.0%	40.0%	0.0%	0.0%	20.0%	100.0%
	8	Count	0	0	0	1	0	1	0	2
		%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	100.0%
	10	Count	0	1	0	1	0	1	0	3
		%	0.0%	33.3%	0.0%	33.3%	0.0%	33.3%	0.0%	100.0%
	12	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	15	Count	0	0	0	0	1	0	0	1
		%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
	16	Count	0	0	0	0	0	0	1	1
		%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
	30	Count	0	0	0	1	1	0	0	2
		%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	100.0%
	60	Count	0	0	0	2	0	1	0	3
		%	0.0%	0.0%	0.0%	66.7%	0.0%	33.3%	0.0%	100.0%
	Refused	Count	18	14	11	10	9	12	21	95
		%	18.9%	14.7%	11.6%	10.5%	9.5%	12.6%	22.1%	100.0%
	Total	Count	197	152	117	173	117	216	235	1207
		%	16.3%	12.6%	9.7%	14.3%	9.7%	17.9%	19.5%	100.0%

Table 70: District by Question 13: 2012

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Districts Crosstabulation										
Year	Districts									Total
			NW	NE	KC	CD	SL	SW	SE	
2012	0	Count	335	337	338	341	334	370	370	2425
		%	13.8%	13.9%	13.9%	14.1%	13.8%	15.3%	15.3%	100.0%
	1	Count	9	8	8	13	14	8	5	65
		%	13.8%	12.3%	12.3%	20.0%	21.5%	12.3%	7.7%	100.0%
	2	Count	3	8	7	3	13	4	6	44
		%	6.8%	18.2%	15.9%	6.8%	29.5%	9.1%	13.6%	100.0%
	3	Count	1	0	4	1	1	0	2	9
		%	11.1%	0.0%	44.4%	11.1%	11.1%	0.0%	22.2%	100.0%
	4	Count	0	3	0	1	1	2	0	7
		%	0.0%	42.9%	0.0%	14.3%	14.3%	28.6%	0.0%	100.0%
	5	Count	0	1	3	0	3	2	0	9
		%	0.0%	11.1%	33.3%	0.0%	33.3%	22.2%	0.0%	100.0%
	6	Count	0	1	2	2	1	0	0	6
		%	0.0%	16.7%	33.3%	33.3%	16.7%	0.0%	0.0%	100.0%
	8	Count	0	1	1	0	0	0	0	2
		%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	100.0%
	10	Count	0	0	0	3	0	0	0	3
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	12	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	14	Count	0	0	1	0	0	0	0	1
		%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
	15	Count	0	0	0	0	0	0	1	1
		%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
	16	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	20	Count	1	1	0	0	0	0	0	2
		%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
	30	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	45	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	60	Count	1	1	1	1	1	1	0	6
		%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	0.0%	100.0%
	Refused	Count	5	1	1	3	13	4	5	32
		%	15.6%	3.1%	3.1%	9.4%	40.6%	12.5%	15.6%	100.0%
Total		Count	355	362	366	372	381	391	389	2616
		%	13.6%	13.8%	14.0%	14.2%	14.6%	14.9%	14.9%	100.0%

Table 71: District by Question 13: 2013

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Districts Crosstabulation										
Year		Districts							Total	
		NW	NE	KC	CD	SL	SW	SE		
2013	0	Count	320	327	320	312	291	334	324	2228
		%	14.4%	14.7%	14.4%	14.0%	13.1%	15.0%	14.5%	100.0%
	1	Count	6	7	6	4	15	3	6	47
		%	12.8%	14.9%	12.8%	8.5%	31.9%	6.4%	12.8%	100.0%
	2	Count	7	6	7	12	15	5	5	57
		%	12.3%	10.5%	12.3%	21.1%	26.3%	8.8%	8.8%	100.0%
	3	Count	0	2	0	1	6	1	1	11
		%	0.0%	18.2%	0.0%	9.1%	54.5%	9.1%	9.1%	100.0%
	4	Count	1	2	1	3	3	2	0	12
		%	8.3%	16.7%	8.3%	25.0%	25.0%	16.7%	0.0%	100.0%
	5	Count	0	0	0	2	3	0	0	5
		%	0.0%	0.0%	0.0%	40.0%	60.0%	0.0%	0.0%	100.0%
	6	Count	0	0	0	0	1	0	0	1
		%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
	7	Count	0	0	0	0	0	2	0	2
		%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
	8	Count	1	0	1	1	1	0	0	4
		%	25.0%	0.0%	25.0%	25.0%	25.0%	0.0%	0.0%	100.0%
	10	Count	0	0	1	2	0	1	0	4
		%	0.0%	0.0%	25.0%	50.0%	0.0%	25.0%	0.0%	100.0%
12	Count	0	0	0	0	1	1	0	2	
	%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	100.0%	
25	Count	0	0	0	0	0	1	0	1	
	%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	
60	Count	0	0	1	1	0	0	0	2	
	%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%	
Refused	Count	19	16	18	17	22	19	23	134	
	%	14.2%	11.9%	13.4%	12.7%	16.4%	14.2%	17.2%	100.0%	
Total	Count	354	360	355	355	358	369	359	2510	
	%	14.1%	14.3%	14.1%	14.1%	14.3%	14.7%	14.3%	100.0%	

Table 72: District by Question 14: 2010

Districts * In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by

Year	police? Crosstabulation				
	In the past 30 days, have you read, seen or heard anything about				
	alcohol impaired driving (or drunk driving) enforcement by police?				
		Yes	No	No Opinion/Refused	Total
2010	Districts				
	NW	Count	239	228	2
		% within Districts	51.0%	48.6%	.4%
	NE	Count	240	148	0
		% within Districts	61.9%	38.1%	.0%
	KC	Count	176	151	2
		% within Districts	53.5%	45.9%	.6%
	CD	Count	240	154	1
		% within Districts	60.8%	39.0%	.3%
	SL	Count	159	141	0
		% within Districts	53.0%	47.0%	.0%
	SW	Count	296	249	3
		% within Districts	54.0%	45.4%	.5%
	SE	Count	301	279	1
		% within Districts	51.8%	48.0%	.2%
Total	Count	1651	1350	9	3010
	% within Districts	54.9%	44.9%	.3%	100.0%

Table 73: District by Question 14: 2011

Districts * In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by

police? Crosstabulation							
Year			In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?				Total
			Yes	No	No Opinion/Refused		
2011	Districts	NW	Count	108	85	4	197
			% within Districts	54.8%	43.1%	2.0%	100.0%
		NE	Count	80	69	3	152
			% within Districts	52.6%	45.4%	2.0%	100.0%
		KC	Count	63	53	1	117
			% within Districts	53.8%	45.3%	.9%	100.0%
		CD	Count	101	70	2	173
			% within Districts	58.4%	40.5%	1.2%	100.0%
		SL	Count	61	55	1	117
			% within Districts	52.1%	47.0%	.9%	100.0%
		SW	Count	114	102	0	216
			% within Districts	52.8%	47.2%	.0%	100.0%
		SE	Count	109	122	4	235
			% within Districts	46.4%	51.9%	1.7%	100.0%
	Total		Count	636	556	15	1207
			% within Districts	52.7%	46.1%	1.2%	100.0%

Table 74: District by Question 14: 2012

Districts * In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by

police? Crosstabulation						
Year			In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?			Total
			Yes	No	No Opinion/Refused	
2012	Districts	Count	201	147	7	355
		% within Districts	56.6%	41.4%	2.0%	100.0%
	NE	Count	202	159	1	362
		% within Districts	55.8%	43.9%	.3%	100.0%
	KC	Count	189	176	1	366
		% within Districts	51.6%	48.1%	.3%	100.0%
	CD	Count	198	173	1	372
		% within Districts	53.2%	46.5%	.3%	100.0%
	SL	Count	178	197	6	381
		% within Districts	46.7%	51.7%	1.6%	100.0%
	SW	Count	202	188	1	391
		% within Districts	51.7%	48.1%	.3%	100.0%
	SE	Count	202	187	0	389
		% within Districts	51.9%	48.1%	.0%	100.0%
	Total	Count	1372	1227	17	2616
		% within Districts	52.4%	46.9%	.6%	100.0%

Table 75: District by Question 14: 2013

Districts * In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by

police? Crosstabulation								
Year					In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?			
					Yes	No	No Opinion/Refused	
2013	Districts	NW	Count		196	154	4	354
			% within Districts		55.4%	43.5%	1.1%	100.0%
	NE	Count		217	142	1	360	
			% within Districts		60.3%	39.4%	.3%	100.0%
	KC	Count		197	155	3	355	
			% within Districts		55.5%	43.7%	.8%	100.0%
	CD	Count		196	155	4	355	
			% within Districts		55.2%	43.7%	1.1%	100.0%
	SL	Count		178	177	3	358	
			% within Districts		49.7%	49.4%	.8%	100.0%
SW	Count		194	171	4	369		
		% within Districts		52.6%	46.3%	1.1%	100.0%	
SE	Count		171	185	3	359		
		% within Districts		47.6%	51.5%	.8%	100.0%	
Total	Count		1349	1139	22	2510		
		% within Districts		53.7%	45.4%	.9%	100.0%	

Table 76: District by Question 15: 2010

Districts * What do you think the chances are of someone getting arrested if they drive after drinking? Crosstabulation										
Year	What do you think the chances are of someone getting arrested if they drive after drinking?									
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total			
2010	Districts	NW	Count	62	96	177	125	4	5	469
			% within Districts	13.2%	20.5%	37.7%	26.7%	.9%	1.1%	100.0%
	Districts	NE	Count	70	99	135	70	6	8	388
			% within Districts	18.0%	25.5%	34.8%	18.0%	1.5%	2.1%	100.0%
	Districts	KC	Count	53	76	114	74	6	6	329
			% within Districts	16.1%	23.1%	34.7%	22.5%	1.8%	1.8%	100.0%
	Districts	CD	Count	73	79	134	91	8	10	395
			% within Districts	18.5%	20.0%	33.9%	23.0%	2.0%	2.5%	100.0%
	Districts	SL	Count	49	61	99	84	2	5	300
			% within Districts	16.3%	20.3%	33.0%	28.0%	.7%	1.7%	100.0%
	Districts	SW	Count	99	105	195	129	4	16	548
			% within Districts	18.1%	19.2%	35.6%	23.5%	.7%	2.9%	100.0%
	Districts	SE	Count	109	147	180	123	9	13	581
			% within Districts	18.8%	25.3%	31.0%	21.2%	1.5%	2.2%	100.0%
Total		Count	515	663	1034	696	39	63	3010	
		% within Districts	17.1%	22.0%	34.4%	23.1%	1.3%	2.1%	100.0%	

Table 77: District by Question 15: 2011

Year		Districts * What do you think the chances are of someone getting arrested if they drive after drinking? Crosstabulation									
		What do you think the chances are of someone getting arrested if they drive after drinking?									
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	Total			
2011	Districts	NW	Count	22	46	78	45	3	3	197	
			% within Districts	11.2%	23.4%	39.6%	22.8%	1.5%	1.5%	100.0%	
		NE	Count	17	38	40	43	3	11	152	
			% within Districts	11.2%	25.0%	26.3%	28.3%	2.0%	7.2%	100.0%	
		KC	Count	13	26	36	40	1	1	117	
			% within Districts	11.1%	22.2%	30.8%	34.2%	.9%	.9%	100.0%	
		CD	Count	20	27	54	63	1	8	173	
			% within Districts	11.6%	15.6%	31.2%	36.4%	.6%	4.6%	100.0%	
		SL	Count	12	23	50	30	1	1	117	
			% within Districts	10.3%	19.7%	42.7%	25.6%	.9%	.9%	100.0%	
		SW	Count	25	38	58	80	3	12	216	
			% within Districts	11.6%	17.6%	26.9%	37.0%	1.4%	5.6%	100.0%	
		SE	Count	25	56	76	60	2	16	235	
			% within Districts	10.6%	23.8%	32.3%	25.5%	.9%	6.8%	100.0%	
Total		Count	134	254	392	361	14	52	1207		
		% within Districts	11.1%	21.0%	32.5%	29.9%	1.2%	4.3%	100.0%		

Table 78: District by Question 15: 2012

Districts * What do you think the chances are of someone getting arrested if they drive after drinking? Crosstabulation									
Year	What do you think the chances are of someone getting arrested if they drive after drinking?								Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused			
2012	NW	Count	54	83	113	83	5	17	355
		% within Districts	15.2%	23.4%	31.8%	23.4%	1.4%	4.8%	100.0%
	NE	Count	43	100	131	70	2	16	362
		% within Districts	11.9%	27.6%	36.2%	19.3%	.6%	4.4%	100.0%
	KC	Count	61	65	114	105	11	10	366
		% within Districts	16.7%	17.8%	31.1%	28.7%	3.0%	2.7%	100.0%
	CD	Count	54	93	135	76	5	9	372
		% within Districts	14.5%	25.0%	36.3%	20.4%	1.3%	2.4%	100.0%
	SL	Count	68	71	131	93	8	10	381
		% within Districts	17.8%	18.6%	34.4%	24.4%	2.1%	2.6%	100.0%
	SW	Count	55	89	131	106	3	7	391
		% within Districts	14.1%	22.8%	33.5%	27.1%	.8%	1.8%	100.0%
	SE	Count	65	103	113	90	6	12	389
		% within Districts	16.7%	26.5%	29.0%	23.1%	1.5%	3.1%	100.0%
Total		Count	400	604	868	623	40	81	2616
		% within Districts	15.3%	23.1%	33.2%	23.8%	1.5%	3.1%	100.0%

Table 79: District by Question 15: 2013

Districts * What do you think the chances are of someone getting arrested if they drive after drinking? Crosstabulation									
Year		What do you think the chances are of someone getting arrested if they drive after drinking?							Total
		Always	Most of the time	Half of the time	Rarely	Never	Opinion/Refuse		
2013	Districts	Count	62	97	92	84	5	14	354
		% within Districts	17.5%	27.4%	26.0%	23.7%	1.4%	4.0%	100.0%
	NE	Count	63	93	118	69	5	12	360
		% within Districts	17.5%	25.8%	32.8%	19.2%	1.4%	3.3%	100.0%
	KC	Count	64	86	105	85	5	10	355
		% within Districts	18.0%	24.2%	29.6%	23.9%	1.4%	2.8%	100.0%
	CD	Count	65	82	117	71	5	15	355
		% within Districts	18.3%	23.1%	33.0%	20.0%	1.4%	4.2%	100.0%
	SL	Count	48	92	111	88	0	19	358
		% within Districts	13.4%	25.7%	31.0%	24.6%	0.0%	5.3%	100.0%
SW	Count	68	78	111	87	2	23	369	
	% within Districts	18.4%	21.1%	30.1%	23.6%	0.5%	6.2%	100.0%	
SE	Count	73	75	110	81	5	15	359	
	% within Districts	20.3%	20.9%	30.6%	22.6%	1.4%	4.2%	100.0%	
Total	Count	443	603	764	565	27	108	2510	
	% within Districts	17.6%	24.0%	30.4%	22.5%	1.1%	4.3%	100.0%	

Research Questions by Rural/Urban

Differences between rural and urban communities often show themselves in various research projects. These differences in community are so common that the Nielsen Company has used the US Census data to develop four distinct categories of residence: Highly Urbanized, Relatively Urbanized, Relatively Rural, and Very Rural.

The highly urbanized responses come from the St. Louis area and a few counties adjacent to it. The relatively urbanized responses come from the Kansas City area and a few counties adjacent to it. The rest of the state falls in the categories of relatively rural or very rural. The following table may make this more apparent.

Table 80: District by Nielson Community Type

Districts * Nielsen Crosstabulation

Count		Nielsen				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Districts	NW	0	18	39	297	354
	NE	49	0	2	309	360
	KC	0	235	0	120	355
	CD	0	0	41	314	355
	SL	358	0	0	0	358
	SW	0	0	100	269	369
	SE	0	0	15	344	359
Total		407	253	197	1653	2510

It is important to note that some of Nielsen's classifications may not be intuitive for Missourians. For example, most people in Missouri would probably consider Springfield and Jefferson City to be relatively urbanized, but these areas are classified as relatively rural by Nielsen.

The percentages in these tables are by column (not by row as has been the case for most of the tables in this document). This allows readers to quickly see how people in each Nielson Community answered the research questions.

Table 81: Nielson Community Type by Question 1

How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? * Nielsen Crosstabulation							
			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	Count	348	219	171	1286	2024
		% within Nielsen	85.5%	86.6%	86.8%	77.8%	80.6%
	Most of the time	Count	35	20	17	199	271
		% within Nielsen	8.6%	7.9%	8.6%	12.0%	10.8%
	Half of the time	Count	8	5	2	72	87
		% within Nielsen	2.0%	2.0%	1.0%	4.4%	3.5%
	Rarely	Count	6	5	4	51	66
		% within Nielsen	1.5%	2.0%	2.0%	3.1%	2.6%
	Never	Count	8	4	3	42	57
		% within Nielsen	2.0%	1.6%	1.5%	2.5%	2.3%
	No Opinion/Refused	Count	2	0	0	3	5
		% within Nielsen	.5%	.0%	.0%	.2%	.2%
	Total	Count	407	253	197	1653	2510
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

Table 82: Nielson Community Type by Question 2

Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled * Nielson Crosstabulation

			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled	Keep "secondary law"	Count	195	130	109	905	1339
		% within Nielson	47.9%	51.4%	55.3%	54.7%	53.3%
	Change to "primary law"	Count	167	106	76	541	890
		% within Nielson	41.0%	41.9%	38.6%	32.7%	35.5%
	No Opinion/Refused	Count	45	17	12	207	281
		% within Nielson	11.1%	6.7%	6.1%	12.5%	11.2%
	Total		407	253	197	1653	2510
			100.0%	100.0%	100.0%	100.0%	100.0%

Table 83: Nielson Community Type by Question 3

Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? * Nielson

			Crosstabulation				
			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	Count	186	132	90	663	1071
		% within Nielson	45.7%	52.2%	45.7%	40.1%	42.7%
	No	Count	211	109	101	916	1337
		% within Nielson	51.8%	43.1%	51.3%	55.4%	53.3%
	No Opinion/Refused	Count	10	12	6	74	102
		% within Nielson	2.5%	4.7%	3.0%	4.5%	4.1%
Total		Count	407	253	197	1653	2510
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

Table 84: Nielson Community Type by Question 3b

In your opinion, what should the fine associated with violating Missouri's seat belt law be? * Nielson Crosstabulation

			Crosstabulation				
			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	0	Count	221	121	107	990	1439
		% within Nielson	54.3%	47.8%	54.3%	59.9%	57.3%
	Under \$25	Count	28	27	15	130	200
		% within Nielson	6.9%	10.7%	7.6%	7.9%	8.0%
	\$25 - \$49	Count	58	47	28	282	415
		% within Nielson	14.3%	18.6%	14.2%	17.1%	16.5%
	\$50 - \$74	Count	50	23	29	134	236
		% within Nielson	12.3%	9.1%	14.7%	8.1%	9.4%
	\$75 - \$100	Count	31	13	8	48	100
		% within Nielson	7.6%	5.1%	4.1%	2.9%	4.0%
	Over \$100	Count	17	19	6	49	91
		% within Nielson	4.2%	7.5%	3.0%	3.0%	3.6%
	No Opinion/Refused	Count	2	3	4	20	29
		% within Nielson	.5%	1.2%	2.0%	1.2%	1.2%
Total		Count	407	253	197	1653	2510
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

Table 85: Nielson Community Type by Question 4

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? * Nielson Crosstabulation

			Nielsen				Total
			Highly	Relatively			
			Urbanized	Urbanized			
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?	Yes	Count	74	43	48	428	593
		% within Nielsen	18.2%	17.0%	24.4%	25.9%	23.6%
	No	Count	330	209	149	1220	1908
		% within Nielsen	81.1%	82.6%	75.6%	73.8%	76.0%
	No Opinion/Refused	Count	3	1	0	5	9
		% within Nielsen	.7%	.4%	.0%	.3%	.4%
Total	Count	407	253	197	1653	2510	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 86: Nielson Community Type by Question 5

What do you think the chances are of getting a ticket if you don't wear your safety belt? * Nielson Crosstabulation

			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	Count	52	25	31	211	319
		% within Nielson	12.8%	9.9%	15.7%	12.8%	12.7%
	Most of the time	Count	55	38	31	291	415
		% within Nielson	13.5%	15.0%	15.7%	17.6%	16.5%
	Half of the time	Count	59	38	36	296	429
		% within Nielson	14.5%	15.0%	18.3%	17.9%	17.1%
	Rarely	Count	147	99	65	546	857
		% within Nielson	36.1%	39.1%	33.0%	33.0%	34.1%
	Never	Count	48	31	17	147	243
		% within Nielson	11.8%	12.3%	8.6%	8.9%	9.7%
No Opinion/Refused	Count	46	22	17	162	247	
	% within Nielson	11.3%	8.7%	8.6%	9.8%	9.8%	
Total	Count	407	253	197	1653	2510	
	% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 87: Nielson Community Type by Question 6

On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? * Nielson Crosstabulation

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?	Always	Count	13	9	5	63	90
		% within Nielsen	3.2%	3.6%	2.5%	3.8%	3.6%
	Most of the time	Count	58	17	16	162	253
		% within Nielsen	14.3%	6.7%	8.1%	9.8%	10.1%
	Half of the time	Count	56	33	29	152	270
		% within Nielsen	13.8%	13.0%	14.7%	9.2%	10.8%
	Rarely	Count	149	120	78	641	988
		% within Nielsen	36.6%	47.4%	39.6%	38.8%	39.4%
	Never	Count	125	68	68	611	872
		% within Nielsen	30.7%	26.9%	34.5%	37.0%	34.7%
	No Opinion/Refused	Count	6	6	1	24	37
		% within Nielsen	1.5%	2.4%	.5%	1.5%	1.5%
Total	Count	407	253	197	1653	2510	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 88: Nielson Community Type by Question 7

On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? * Nielson Crosstabulation

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?	Always	Count	5	3	2	40	50
		% within Nielsen	1.2%	1.2%	1.0%	2.4%	2.0%
	Most of the time	Count	21	8	8	56	93
		% within Nielsen	5.2%	3.2%	4.1%	3.4%	3.7%
	Half of the time	Count	24	17	12	70	123
		% within Nielsen	5.9%	6.7%	6.1%	4.2%	4.9%
	Rarely	Count	141	90	68	449	748
		% within Nielsen	34.6%	35.6%	34.5%	27.2%	29.8%
	Never	Count	212	132	106	1030	1480
		% within Nielsen	52.1%	52.2%	53.8%	62.3%	59.0%
	No Opinion/Refused	Count	4	3	1	8	16
		% within Nielsen	1.0%	1.2%	.5%	.5%	.6%
Total	Count	407	253	197	1653	2510	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 89: Nielson Community Type by Question 8

In the past 30 days, have you read, seen or heard anything about speed enforcement by police? * Nielson Crosstabulation

			Nielsen				Total
			Highly	Relatively			
			Urbanized	Urbanized			
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	Count	114	78	64	451	707
		% within Nielsen	28.0%	30.8%	32.5%	27.3%	28.2%
	No	Count	291	173	132	1197	1793
		% within Nielsen	71.5%	68.4%	67.0%	72.4%	71.4%
	No Opinion/Refused	Count	2	2	1	5	10
		% within Nielsen	.5%	.8%	.5%	.3%	.4%
Total	Count	407	253	197	1653	2510	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 90: Nielson Community Type by Question 9

What do you think the chances are of getting a ticket if you drive over the speed limit? * Nielson Crosstabulation

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Count	40	21	16	178	255
		% within Nielsen	9.8%	8.3%	8.1%	10.8%	10.2%
	Most of the time	Count	98	74	52	464	688
		% within Nielsen	24.1%	29.2%	26.4%	28.1%	27.4%
	Half of the time	Count	130	75	60	514	779
		% within Nielsen	31.9%	29.6%	30.5%	31.1%	31.0%
	Rarely	Count	104	62	50	356	572
		% within Nielsen	25.6%	24.5%	25.4%	21.5%	22.8%
	Never	Count	18	12	12	68	110
		% within Nielsen	4.4%	4.7%	6.1%	4.1%	4.4%
	No Opinion/Refused	Count	17	9	7	73	106
		% within Nielsen	4.2%	3.6%	3.6%	4.4%	4.2%
Total	Count	407	253	197	1653	2510	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 91: Nielson Community Type by Question 10

How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? * Nielsen Crosstabulation

			Nielsen				Total
			Highly	Relatively			
			Urbanized	Urbanized	Relatively Rural	Very Rural	
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	Count	2	6	1	17	26
		% within Nielsen	.5%	2.4%	.5%	1.0%	1.0%
	Most of the time	Count	18	4	7	49	78
		% within Nielsen	4.4%	1.6%	3.6%	3.0%	3.1%
	Half of the time	Count	37	21	14	116	188
		% within Nielsen	9.1%	8.3%	7.1%	7.0%	7.5%
	Rarely	Count	158	104	77	617	956
		% within Nielsen	38.8%	41.1%	39.1%	37.3%	38.1%
	Never	Count	189	118	98	844	1249
		% within Nielsen	46.4%	46.6%	49.7%	51.1%	49.8%
	No Opinion/Refused	Count	3	0	0	10	13
		% within Nielsen	.7%	.0%	.0%	.6%	.5%
Total	Count		407	253	197	1653	2510
	% within Nielsen		100.0%	100.0%	100.0%	100.0%	100.0%

Table 92: Nielson Community Type by Question 11

How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? * Nielsen Crosstabulation

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Most of the time	Count	1	1	1	3	6
		% within Nielsen	.2%	.4%	.5%	.2%	.2%
	Half of the time	Count	2	0	3	17	22
		% within Nielsen	.5%	.0%	1.5%	1.0%	.9%
	Rarely	Count	30	17	16	125	188
		% within Nielsen	7.4%	6.7%	8.1%	7.6%	7.5%
	Never	Count	372	235	177	1503	2287
		% within Nielsen	91.4%	92.9%	89.8%	90.9%	91.1%
	No Opinion/Refused	Count	2	0	0	5	7
		% within Nielsen	.5%	.0%	.0%	.3%	.3%
Total		Count	407	253	197	1653	2510
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

Table 93: Nielson Community Type by Question 12

Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving? * Nielson Crosstabulation

			Nielsen				Total
			Highly	Relatively			
			Urbanized	Urbanized	Relatively Rural	Very Rural	
Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?	Full Restrictions - No Cellular	Count	108	83	59	518	768
	Phone Use Allowed	% within Nielsen	26.5%	32.8%	29.9%	31.3%	30.6%
	Ban on Texting While	Count	73	38	40	397	548
	Driving, Phone Use Allowed	% within Nielsen	17.9%	15.0%	20.3%	24.0%	21.8%
	Ban on Texting While	Count	62	44	23	207	336
	Driving, Hands-Free Phone	% within Nielsen	15.2%	17.4%	11.7%	12.5%	13.4%
	Device Allowed						
	Hands-Free Phone Device	Count	126	68	60	388	642
	Use Only	% within Nielsen	31.0%	26.9%	30.5%	23.5%	25.6%
	No Restrictions	Count	26	14	8	82	130
		% within Nielsen	6.4%	5.5%	4.1%	5.0%	5.2%
	No Opinion/Refused	Count	12	6	7	61	86
		% within Nielsen	2.9%	2.4%	3.6%	3.7%	3.4%
Total	Count	407	253	197	1653	2510	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 94: Nielson Community Type by Question 13

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Nielson

			Crosstabulation				
			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	335	225	177	1491	2228
		% within Nielsen	82.3%	88.9%	89.8%	90.2%	88.8%
	1	Count	16	6	4	21	47
		% within Nielsen	3.9%	2.4%	2.0%	1.3%	1.9%
	2	Count	15	7	7	28	57
		% within Nielsen	3.7%	2.8%	3.6%	1.7%	2.3%
	3	Count	7	0	0	4	11
		% within Nielsen	1.7%	.0%	.0%	.2%	.4%
	4	Count	3	0	1	8	12
		% within Nielsen	.7%	.0%	.5%	.5%	.5%
	5	Count	3	0	2	0	5
		% within Nielsen	.7%	.0%	1.0%	.0%	.2%
	6	Count	1	0	0	0	1
		% within Nielsen	.2%	.0%	.0%	.0%	.0%
	7	Count	0	0	0	2	2
		% within Nielsen	.0%	.0%	.0%	.1%	.1%
	8	Count	1	1	0	2	4
		% within Nielsen	.2%	.4%	.0%	.1%	.2%
	10	Count	0	1	0	3	4
		% within Nielsen	.0%	.4%	.0%	.2%	.2%
	12	Count	1	0	0	1	2
		% within Nielsen	.2%	.0%	.0%	.1%	.1%
	25	Count	0	0	0	1	1
		% within Nielsen	.0%	.0%	.0%	.1%	.0%
	60	Count	0	0	0	2	2
		% within Nielsen	.0%	.0%	.0%	.1%	.1%
	Refused	Count	25	13	6	90	134
		% within Nielsen	6.1%	5.1%	3.0%	5.4%	5.3%
Total		Count	407	253	197	1653	2510
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

Table 95: Nielson Community Type by Question 14

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? * Nielson

			Crosstabulation				
			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	Count	204	157	114	874	1349
		% within Nielson	50.1%	62.1%	57.9%	52.9%	53.7%
	No	Count	200	94	81	764	1139
		% within Nielson	49.1%	37.2%	41.1%	46.2%	45.4%
	No Opinion/Refused	Count	3	2	2	15	22
		% within Nielson	.7%	.8%	1.0%	.9%	.9%
	Total	Count	407	253	197	1653	2510
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

Table 96: Nielson Community Type by Question 15

What do you think the chances are of someone getting arrested if they drive after drinking? * Nielson Crosstabulation

			Crosstabulation				
			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	Count	56	43	28	316	443
		% within Nielson	13.8%	17.0%	14.2%	19.1%	17.6%
	Most of the time	Count	108	55	41	399	603
		% within Nielson	26.5%	21.7%	20.8%	24.1%	24.0%
	Half of the time	Count	124	78	59	503	764
		% within Nielson	30.5%	30.8%	29.9%	30.4%	30.4%
	Rarely	Count	100	66	58	341	565
		% within Nielson	24.6%	26.1%	29.4%	20.6%	22.5%
	Never	Count	0	3	3	21	27
		% within Nielson	.0%	1.2%	1.5%	1.3%	1.1%
	No Opinion/Refused	Count	19	8	8	73	108
		% within Nielson	4.7%	3.2%	4.1%	4.4%	4.3%
	Total	Count	407	253	197	1653	2510
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

Appendix D

2013 Demographics

Table 97: Question a

Are you a licensed Missouri driver?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	2510	100.0	100.0	100.0

Table 98: Question b

What is your age?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18 to 29	351	14.0	14.0	14.0
	30 to 39	358	14.3	14.3	28.2
	40 to 49	497	19.8	19.8	48.0
	50 to 64	627	25.0	25.0	73.0
	65 and up	677	27.0	27.0	100.0
Total		2510	100.0	100.0	

Table 99: Question c

Gender					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Female	1278	50.9	50.9	50.9
	Male	1232	49.1	49.1	100.0
Total		2510	100.0	100.0	

Table 100: Question d

		What is your ethnicity?			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	American Indian or Alaska Native	52	2.1	2.1	2.1
	American Indian or Alaska Native and White	20	.8	.8	2.9
	Asian	11	.4	.4	3.3
	Asian and White	2	.1	.1	3.4
	Black or African American	32	1.3	1.3	4.7
	Black or African American and Native Hawaiian or Other Pacific Islander	1	.0	.0	4.7
	Black or African American and White	10	.4	.4	5.1
	Hispanic or Latino	30	1.2	1.2	6.3
	Hispanic or Latino and White	6	.2	.2	6.5
	Native Hawaiian or Other Pacific Islander	3	.1	.1	6.7
	Native Hawaiian or Other Pacific Islander and White	5	.2	.2	6.9
	Refused	54	2.2	2.2	9.0
	White	2284	91.0	91.0	100.0
	Total	2510	100.0	100.0	

Table 101: Question e**Is the car you drive most often a:**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Car	1179	47.0	47.0	47.0
	Van or Minivan	290	11.6	11.6	58.5
	Motorcycle	2	.1	.1	58.6
	Sport Utility Vehicle or Crossover	413	16.5	16.5	75.1
	Pickup Truck	563	22.4	22.4	97.5
	Other type of truck	46	1.8	1.8	99.3
	No Opinion/Refused	17	.7	.7	100.0
	Total	2510	100.0	100.0	

Table 102: Question f**In what county do you currently live?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	ADAIR	21	.8	.8	.8
	ANDREW	18	.7	.7	1.6
	ATCHISON	18	.7	.7	2.3
	AUDRAIN	21	.8	.8	3.1
	BARRY	17	.7	.7	3.8
	BARTON	18	.7	.7	4.5
	BATES	17	.7	.7	5.2
	BENTON	16	.6	.6	5.8
	BOLLINGER	21	.8	.8	6.7
	BOONE	20	.8	.8	7.5
	BUCHANAN	21	.8	.8	8.3
	BUTLER	14	.6	.6	8.8
	CALDWELL	17	.7	.7	9.5
	CALLAWAY	21	.8	.8	10.4
	CAMDEN	20	.8	.8	11.2
	CAPE GIRARDEAU	14	.6	.6	11.7
	CARROLL	18	.7	.7	12.4
	CARTER	14	.6	.6	13.0
	CASS	39	1.6	1.6	14.5
	CEDAR	16	.6	.6	15.2
	CHARITON	17	.7	.7	15.9
	CHRISTIAN	17	.7	.7	16.5

In what county do you currently live?				
	Frequency	Percent	Valid Percent	Cumulative Percent
CLARK	22	.9	.9	17.4
CLAY	40	1.6	1.6	19.0
CLINTON	18	.7	.7	19.7
COLE	20	.8	.8	20.5
COOPER	20	.8	.8	21.3
CRAWFORD	20	.8	.8	22.1
DADE	16	.6	.6	22.7
DALLAS	19	.8	.8	23.5
DAVIESS	18	.7	.7	24.2
DEKALB	18	.7	.7	24.9
DENT	19	.8	.8	25.7
DOUGLAS	14	.6	.6	26.3
DUNKLIN	14	.6	.6	26.8
FRANKLIN	70	2.8	2.8	29.6
GASCONADE	19	.8	.8	30.4
GENTRY	17	.7	.7	31.0
GREENE	19	.8	.8	31.8
GRUNDY	17	.7	.7	32.5
HARRISON	17	.7	.7	33.1
HENRY	17	.7	.7	33.8
HICKORY	16	.6	.6	34.5
HOLT	17	.7	.7	35.1
HOWARD	19	.8	.8	35.9
HOWELL	14	.6	.6	36.5
IRON	14	.6	.6	37.0
JACKSON	40	1.6	1.6	38.6
JASPER	17	.7	.7	39.3
JEFFERSON	70	2.8	2.8	42.1
JOHNSON	43	1.7	1.7	43.8
KNOX	20	.8	.8	44.6
LACLEDE	20	.8	.8	45.4
LAFAYETTE	38	1.5	1.5	46.9
LAWRENCE	17	.7	.7	47.6
LEWIS	22	.9	.9	48.4
LINCOLN	22	.9	.9	49.3
LINN	18	.7	.7	50.0
LIVINGSTON	18	.7	.7	50.8

In what county do you currently live?				
	Frequency	Percent	Valid Percent	Cumulative Percent
MACON	20	.8	.8	51.6
MADISON	15	.6	.6	52.2
MARIES	19	.8	.8	52.9
MARION	21	.8	.8	53.7
MCDONALD	16	.6	.6	54.4
MERCER	17	.7	.7	55.1
MILLER	19	.8	.8	55.8
MISSISSIPPI	14	.6	.6	56.4
MONITEAU	20	.8	.8	57.2
MONROE	20	.8	.8	58.0
MONTGOMERY	21	.8	.8	58.8
MORGAN	19	.8	.8	59.6
NEW MADRID	14	.6	.6	60.1
NEWTON	22	.9	.9	61.0
NODAWAY	17	.7	.7	61.7
OREGON	14	.6	.6	62.2
OSAGE	19	.8	.8	63.0
OZARK	14	.6	.6	63.5
PEMISCOT	14	.6	.6	64.1
PERRY	14	.6	.6	64.7
PETTIS	39	1.6	1.6	66.2
PHELPS	21	.8	.8	67.1
PIKE	21	.8	.8	67.9
PLATTE	39	1.6	1.6	69.4
POLK	16	.6	.6	70.1
PULASKI	20	.8	.8	70.9
PUTNAM	17	.7	.7	71.6
RALLS	20	.8	.8	72.4
RANDOLPH	22	.9	.9	73.2
RAY	38	1.5	1.5	74.7
REYNOLDS	14	.6	.6	75.3
RIPLEY	14	.6	.6	75.9
SAINT CHARLES	71	2.8	2.8	78.7
SAINT CLAIR	16	.6	.6	79.3
SAINT FRANCOIS	14	.6	.6	79.9
SAINT LOUIS	77	3.1	3.1	82.9
SAINT LOUIS CI	70	2.8	2.8	85.7

In what county do you currently live?				
	Frequency	Percent	Valid Percent	Cumulative Percent
SAINTE GENEVIE	14	.6	.6	86.3
SALINE	39	1.6	1.6	87.8
SCHUYLER	20	.8	.8	88.6
SCOTLAND	20	.8	.8	89.4
SCOTT	15	.6	.6	90.0
SHANNON	13	.5	.5	90.6
SHELBY	20	.8	.8	91.4
STODDARD	14	.6	.6	91.9
STONE	17	.7	.7	92.6
SULLIVAN	17	.7	.7	93.3
TANEY	17	.7	.7	93.9
TEXAS	14	.6	.6	94.5
VERNON	17	.7	.7	95.2
WARREN	27	1.1	1.1	96.3
WASHINGTON	20	.8	.8	97.1
WAYNE	14	.6	.6	97.6
WEBSTER	26	1.0	1.0	98.6
WORTH	19	.8	.8	99.4
WRIGHT	15	.6	.6	100.0
Total	2510	100.0	100.0	

Table 103: Question g

What is your home zip code?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	63005	3	.1	.1	.1
	63010	10	.4	.4	.5
	63011	5	.2	.2	.7
	63012	4	.2	.2	.9
	63013	1	.0	.0	.9
	63014	1	.0	.0	1.0
	63015	2	.1	.1	1.0
	63016	2	.1	.1	1.1
	63017	3	.1	.1	1.2
	63019	2	.1	.1	1.3
	63020	11	.4	.4	1.8
	63021	3	.1	.1	1.9
	63023	1	.0	.0	1.9
	63026	9	.4	.4	2.3
	63028	8	.3	.3	2.6
	63031	4	.2	.2	2.7
	63033	2	.1	.1	2.8
	63034	4	.2	.2	3.0
	63036	1	.0	.0	3.0
	63038	1	.0	.0	3.1
	63039	2	.1	.1	3.1
	63040	1	.0	.0	3.2
	63041	1	.0	.0	3.2
	63042	2	.1	.1	3.3
	63044	1	.0	.0	3.3
	63048	1	.0	.0	3.4
	63049	7	.3	.3	3.7
	63050	5	.2	.2	3.9
	63051	4	.2	.2	4.0
	63052	7	.3	.3	4.3
	63055	1	.0	.0	4.3
	63056	2	.1	.1	4.4
	63060	8	.3	.3	4.7
	63068	3	.1	.1	4.9
	63069	6	.2	.2	5.1

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
63070	3	.1	.1	5.2
63072	4	.2	.2	5.4
63077	8	.3	.3	5.7
63080	4	.2	.2	5.9
63084	9	.4	.4	6.2
63089	6	.2	.2	6.5
63090	15	.6	.6	7.1
63104	8	.3	.3	7.4
63107	2	.1	.1	7.5
63108	1	.0	.0	7.5
63109	8	.3	.3	7.8
63110	5	.2	.2	8.0
63111	3	.1	.1	8.1
63112	7	.3	.3	8.4
63114	2	.1	.1	8.5
63115	5	.2	.2	8.7
63116	9	.4	.4	9.0
63118	7	.3	.3	9.3
63119	2	.1	.1	9.4
63120	1	.0	.0	9.4
63122	5	.2	.2	9.6
63123	9	.4	.4	10.0
63127	1	.0	.0	10.0
63128	1	.0	.0	10.1
63129	7	.3	.3	10.4
63130	4	.2	.2	10.5
63131	3	.1	.1	10.6
63132	1	.0	.0	10.7
63137	2	.1	.1	10.8
63138	4	.2	.2	10.9
63139	10	.4	.4	11.3
63141	1	.0	.0	11.4
63144	2	.1	.1	11.4
63146	2	.1	.1	11.5
63147	2	.1	.1	11.6

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
63301	8	.3	.3	11.9
63303	10	.4	.4	12.3
63304	7	.3	.3	12.6
63333	2	.1	.1	12.7
63334	12	.5	.5	13.1
63336	1	.0	.0	13.2
63339	2	.1	.1	13.3
63341	3	.1	.1	13.4
63343	2	.1	.1	13.5
63344	1	.0	.0	13.5
63347	3	.1	.1	13.6
63348	2	.1	.1	13.7
63349	2	.1	.1	13.8
63350	2	.1	.1	13.9
63351	4	.2	.2	14.0
63352	1	.0	.0	14.1
63353	4	.2	.2	14.2
63357	8	.3	.3	14.5
63359	2	.1	.1	14.6
63361	6	.2	.2	14.9
63362	2	.1	.1	14.9
63363	1	.0	.0	15.0
63366	15	.6	.6	15.6
63367	3	.1	.1	15.7
63368	9	.4	.4	16.1
63369	1	.0	.0	16.1
63376	11	.4	.4	16.5
63377	2	.1	.1	16.6
63379	6	.2	.2	16.9
63381	1	.0	.0	16.9
63382	2	.1	.1	17.0
63383	12	.5	.5	17.5
63384	6	.2	.2	17.7
63385	4	.2	.2	17.8
63389	3	.1	.1	18.0

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
63390	4	.2	.2	18.1
63401	18	.7	.7	18.8
63431	1	.0	.0	18.9
63432	3	.1	.1	19.0
63434	1	.0	.0	19.0
63435	7	.3	.3	19.3
63436	3	.1	.1	19.4
63437	2	.1	.1	19.5
63438	2	.1	.1	19.6
63440	2	.1	.1	19.7
63441	1	.0	.0	19.7
63445	14	.6	.6	20.3
63446	4	.2	.2	20.4
63447	2	.1	.1	20.5
63448	6	.2	.2	20.8
63451	3	.1	.1	20.9
63453	2	.1	.1	21.0
63454	2	.1	.1	21.0
63456	8	.3	.3	21.4
63457	2	.1	.1	21.4
63458	1	.0	.0	21.5
63459	8	.3	.3	21.8
63460	3	.1	.1	21.9
63461	4	.2	.2	22.1
63462	1	.0	.0	22.1
63463	1	.0	.0	22.2
63465	2	.1	.1	22.2
63468	9	.4	.4	22.6
63469	6	.2	.2	22.8
63472	1	.0	.0	22.9
63474	3	.1	.1	23.0
63501	16	.6	.6	23.6
63530	2	.1	.1	23.7
63531	5	.2	.2	23.9
63532	1	.0	.0	23.9

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
63533	1	.0	.0	24.0
63536	5	.2	.2	24.2
63537	7	.3	.3	24.5
63538	1	.0	.0	24.5
63541	2	.1	.1	24.6
63543	2	.1	.1	24.7
63544	1	.0	.0	24.7
63545	3	.1	.1	24.8
63546	5	.2	.2	25.0
63547	1	.0	.0	25.1
63548	9	.4	.4	25.4
63549	6	.2	.2	25.7
63551	2	.1	.1	25.7
63552	8	.3	.3	26.1
63555	8	.3	.3	26.4
63556	9	.4	.4	26.7
63559	4	.2	.2	26.9
63561	2	.1	.1	27.0
63563	4	.2	.2	27.1
63565	12	.5	.5	27.6
63566	1	.0	.0	27.6
63567	1	.0	.0	27.7
63601	3	.1	.1	27.8
63620	4	.2	.2	28.0
63621	1	.0	.0	28.0
63623	1	.0	.0	28.0
63625	1	.0	.0	28.1
63626	3	.1	.1	28.2
63627	4	.2	.2	28.4
63628	4	.2	.2	28.5
63629	2	.1	.1	28.6
63630	2	.1	.1	28.7
63631	1	.0	.0	28.7
63638	8	.3	.3	29.0
63640	6	.2	.2	29.3

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
63645	12	.5	.5	29.8
63648	1	.0	.0	29.8
63650	6	.2	.2	30.0
63654	1	.0	.0	30.1
63655	1	.0	.0	30.1
63660	1	.0	.0	30.2
63662	3	.1	.1	30.3
63664	12	.5	.5	30.8
63670	6	.2	.2	31.0
63673	2	.1	.1	31.1
63701	5	.2	.2	31.3
63703	2	.1	.1	31.4
63732	1	.0	.0	31.4
63736	1	.0	.0	31.4
63740	2	.1	.1	31.5
63748	1	.0	.0	31.6
63751	1	.0	.0	31.6
63755	6	.2	.2	31.8
63760	1	.0	.0	31.9
63764	11	.4	.4	32.3
63766	1	.0	.0	32.4
63771	1	.0	.0	32.4
63775	12	.5	.5	32.9
63780	4	.2	.2	33.0
63781	1	.0	.0	33.1
63783	1	.0	.0	33.1
63801	9	.4	.4	33.5
63821	1	.0	.0	33.5
63822	4	.2	.2	33.7
63825	1	.0	.0	33.7
63827	4	.2	.2	33.9
63830	6	.2	.2	34.1
63834	7	.3	.3	34.4
63840	1	.0	.0	34.4
63841	6	.2	.2	34.7

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
63845	6	.2	.2	34.9
63848	1	.0	.0	34.9
63851	1	.0	.0	35.0
63857	4	.2	.2	35.1
63862	3	.1	.1	35.3
63863	4	.2	.2	35.4
63867	1	.0	.0	35.5
63869	2	.1	.1	35.5
63870	1	.0	.0	35.6
63873	6	.2	.2	35.8
63876	2	.1	.1	35.9
63877	2	.1	.1	36.0
63878	1	.0	.0	36.0
63882	1	.0	.0	36.1
63901	12	.5	.5	36.5
63933	3	.1	.1	36.7
63935	9	.4	.4	37.0
63936	1	.0	.0	37.1
63937	5	.2	.2	37.3
63939	4	.2	.2	37.4
63941	1	.0	.0	37.5
63943	2	.1	.1	37.5
63944	1	.0	.0	37.6
63945	1	.0	.0	37.6
63952	1	.0	.0	37.6
63953	1	.0	.0	37.7
63956	2	.1	.1	37.8
63957	7	.3	.3	38.0
63960	2	.1	.1	38.1
63961	1	.0	.0	38.2
63965	7	.3	.3	38.4
63967	3	.1	.1	38.6
64001	2	.1	.1	38.6
64011	4	.2	.2	38.8
64012	10	.4	.4	39.2

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
64014	2	.1	.1	39.3
64015	4	.2	.2	39.4
64017	2	.1	.1	39.5
64019	1	.0	.0	39.6
64020	9	.4	.4	39.9
64021	2	.1	.1	40.0
64024	8	.3	.3	40.3
64029	1	.0	.0	40.4
64034	2	.1	.1	40.4
64035	1	.0	.0	40.5
64036	1	.0	.0	40.5
64037	3	.1	.1	40.6
64040	6	.2	.2	40.9
64048	2	.1	.1	41.0
64053	1	.0	.0	41.0
64055	2	.1	.1	41.1
64058	1	.0	.0	41.1
64060	2	.1	.1	41.2
64061	6	.2	.2	41.4
64062	9	.4	.4	41.8
64063	2	.1	.1	41.9
64067	4	.2	.2	42.0
64068	5	.2	.2	42.2
64070	1	.0	.0	42.3
64071	2	.1	.1	42.4
64075	1	.0	.0	42.4
64076	11	.4	.4	42.8
64077	1	.0	.0	42.9
64079	9	.4	.4	43.2
64080	8	.3	.3	43.5
64081	1	.0	.0	43.6
64083	9	.4	.4	43.9
64084	5	.2	.2	44.1
64085	14	.6	.6	44.7
64086	1	.0	.0	44.7

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
64089	3	.1	.1	44.9
64093	16	.6	.6	45.5
64096	2	.1	.1	45.6
64106	1	.0	.0	45.6
64108	3	.1	.1	45.7
64109	1	.0	.0	45.8
64114	6	.2	.2	46.0
64116	2	.1	.1	46.1
64117	1	.0	.0	46.1
64118	11	.4	.4	46.6
64119	7	.3	.3	46.9
64123	1	.0	.0	46.9
64124	1	.0	.0	46.9
64127	1	.0	.0	47.0
64128	1	.0	.0	47.0
64130	1	.0	.0	47.1
64133	2	.1	.1	47.1
64137	2	.1	.1	47.2
64139	1	.0	.0	47.3
64145	1	.0	.0	47.3
64150	1	.0	.0	47.3
64151	9	.4	.4	47.7
64152	11	.4	.4	48.1
64153	1	.0	.0	48.2
64154	3	.1	.1	48.3
64155	3	.1	.1	48.4
64157	1	.0	.0	48.4
64158	1	.0	.0	48.5
64163	1	.0	.0	48.5
64402	6	.2	.2	48.8
64421	2	.1	.1	48.8
64422	1	.0	.0	48.9
64424	4	.2	.2	49.0
64427	1	.0	.0	49.1
64429	17	.7	.7	49.8

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
64430	4	.2	.2	49.9
64433	1	.0	.0	50.0
64436	1	.0	.0	50.0
64437	3	.1	.1	50.1
64439	4	.2	.2	50.3
64441	2	.1	.1	50.4
64442	2	.1	.1	50.4
64444	1	.0	.0	50.5
64445	2	.1	.1	50.6
64446	4	.2	.2	50.7
64451	2	.1	.1	50.8
64453	1	.0	.0	50.8
64454	2	.1	.1	50.9
64456	10	.4	.4	51.3
64457	1	.0	.0	51.4
64458	2	.1	.1	51.4
64463	4	.2	.2	51.6
64465	2	.1	.1	51.7
64466	2	.1	.1	51.8
64468	8	.3	.3	52.1
64469	1	.0	.0	52.1
64470	7	.3	.3	52.4
64471	2	.1	.1	52.5
64473	2	.1	.1	52.5
64474	2	.1	.1	52.6
64475	2	.1	.1	52.7
64477	3	.1	.1	52.8
64479	4	.2	.2	53.0
64481	4	.2	.2	53.1
64482	6	.2	.2	53.4
64484	1	.0	.0	53.4
64485	11	.4	.4	53.9
64486	2	.1	.1	53.9
64487	2	.1	.1	54.0
64489	4	.2	.2	54.2

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
64490	3	.1	.1	54.3
64491	7	.3	.3	54.6
64492	1	.0	.0	54.6
64493	1	.0	.0	54.7
64494	1	.0	.0	54.7
64496	1	.0	.0	54.7
64497	1	.0	.0	54.8
64499	2	.1	.1	54.9
64501	2	.1	.1	54.9
64503	1	.0	.0	55.0
64504	6	.2	.2	55.2
64505	7	.3	.3	55.5
64506	3	.1	.1	55.6
64507	3	.1	.1	55.7
64601	16	.6	.6	56.4
64620	2	.1	.1	56.5
64622	1	.0	.0	56.5
64624	3	.1	.1	56.6
64625	1	.0	.0	56.7
64628	9	.4	.4	57.0
64630	3	.1	.1	57.1
64631	3	.1	.1	57.3
64632	1	.0	.0	57.3
64633	13	.5	.5	57.8
64638	2	.1	.1	57.9
64640	10	.4	.4	58.3
64642	3	.1	.1	58.4
64644	3	.1	.1	58.5
64648	1	.0	.0	58.6
64649	3	.1	.1	58.7
64650	2	.1	.1	58.8
64653	1	.0	.0	58.8
64655	2	.1	.1	58.9
64657	2	.1	.1	59.0
64658	7	.3	.3	59.2

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
64659	1	.0	.0	59.3
64660	2	.1	.1	59.4
64661	2	.1	.1	59.4
64668	2	.1	.1	59.5
64670	3	.1	.1	59.6
64671	3	.1	.1	59.8
64673	15	.6	.6	60.4
64682	1	.0	.0	60.4
64683	18	.7	.7	61.1
64701	10	.4	.4	61.5
64720	7	.3	.3	61.8
64724	4	.2	.2	62.0
64726	1	.0	.0	62.0
64728	1	.0	.0	62.0
64730	7	.3	.3	62.3
64733	1	.0	.0	62.4
64734	1	.0	.0	62.4
64735	10	.4	.4	62.8
64738	2	.1	.1	62.9
64744	6	.2	.2	63.1
64747	1	.0	.0	63.1
64748	1	.0	.0	63.2
64752	1	.0	.0	63.2
64755	1	.0	.0	63.3
64756	1	.0	.0	63.3
64759	12	.5	.5	63.8
64761	3	.1	.1	63.9
64762	1	.0	.0	63.9
64763	2	.1	.1	64.0
64772	13	.5	.5	64.5
64776	8	.3	.3	64.9
64778	1	.0	.0	64.9
64779	1	.0	.0	64.9
64780	1	.0	.0	65.0
64784	1	.0	.0	65.0

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
64788	4	.2	.2	65.2
64801	5	.2	.2	65.4
64804	13	.5	.5	65.9
64831	4	.2	.2	66.1
64832	2	.1	.1	66.1
64834	1	.0	.0	66.2
64836	3	.1	.1	66.3
64840	2	.1	.1	66.4
64843	1	.0	.0	66.4
64847	1	.0	.0	66.5
64848	1	.0	.0	66.5
64850	6	.2	.2	66.7
64854	6	.2	.2	67.0
64855	2	.1	.1	67.1
64856	4	.2	.2	67.2
64859	1	.0	.0	67.3
64862	1	.0	.0	67.3
64865	2	.1	.1	67.4
64870	3	.1	.1	67.5
64874	1	.0	.0	67.5
65011	1	.0	.0	67.6
65013	6	.2	.2	67.8
65014	5	.2	.2	68.0
65016	2	.1	.1	68.1
65017	2	.1	.1	68.2
65018	11	.4	.4	68.6
65020	7	.3	.3	68.9
65024	1	.0	.0	68.9
65026	6	.2	.2	69.2
65032	2	.1	.1	69.2
65035	2	.1	.1	69.3
65037	4	.2	.2	69.5
65039	2	.1	.1	69.6
65040	1	.0	.0	69.6
65041	6	.2	.2	69.8

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
65043	4	.2	.2	70.0
65046	3	.1	.1	70.1
65049	6	.2	.2	70.4
65051	10	.4	.4	70.8
65052	1	.0	.0	70.8
65053	2	.1	.1	70.9
65054	1	.0	.0	70.9
65058	4	.2	.2	71.1
65063	1	.0	.0	71.1
65066	8	.3	.3	71.4
65072	2	.1	.1	71.5
65075	1	.0	.0	71.6
65076	1	.0	.0	71.6
65078	3	.1	.1	71.7
65079	2	.1	.1	71.8
65081	6	.2	.2	72.0
65082	2	.1	.1	72.1
65083	1	.0	.0	72.2
65084	2	.1	.1	72.2
65085	2	.1	.1	72.3
65101	7	.3	.3	72.6
65109	9	.4	.4	72.9
65201	1	.0	.0	73.0
65202	5	.2	.2	73.2
65203	10	.4	.4	73.6
65230	3	.1	.1	73.7
65231	3	.1	.1	73.8
65232	1	.0	.0	73.9
65233	9	.4	.4	74.2
65236	2	.1	.1	74.3
65237	1	.0	.0	74.3
65239	1	.0	.0	74.4
65240	3	.1	.1	74.5
65243	2	.1	.1	74.6
65247	1	.0	.0	74.6

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
65248	10	.4	.4	75.0
65250	1	.0	.0	75.1
65251	11	.4	.4	75.5
65254	4	.2	.2	75.7
65256	1	.0	.0	75.7
65257	1	.0	.0	75.7
65258	1	.0	.0	75.8
65259	1	.0	.0	75.8
65261	4	.2	.2	76.0
65262	2	.1	.1	76.1
65263	7	.3	.3	76.3
65264	1	.0	.0	76.4
65265	15	.6	.6	77.0
65270	17	.7	.7	77.6
65274	2	.1	.1	77.7
65275	6	.2	.2	78.0
65276	3	.1	.1	78.1
65281	3	.1	.1	78.2
65283	1	.0	.0	78.2
65284	1	.0	.0	78.3
65301	31	1.2	1.2	79.5
65321	2	.1	.1	79.6
65322	2	.1	.1	79.7
65324	2	.1	.1	79.8
65325	3	.1	.1	79.9
65326	1	.0	.0	79.9
65329	3	.1	.1	80.0
65332	1	.0	.0	80.1
65333	1	.0	.0	80.1
65336	8	.3	.3	80.4
65337	3	.1	.1	80.6
65338	3	.1	.1	80.7
65340	22	.9	.9	81.6
65345	1	.0	.0	81.6
65348	5	.2	.2	81.8

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
65349	6	.2	.2	82.0
65350	4	.2	.2	82.2
65351	8	.3	.3	82.5
65355	10	.4	.4	82.9
65360	3	.1	.1	83.0
65401	11	.4	.4	83.5
65436	1	.0	.0	83.5
65438	6	.2	.2	83.7
65439	1	.0	.0	83.8
65440	1	.0	.0	83.8
65441	4	.2	.2	84.0
65443	1	.0	.0	84.0
65444	2	.1	.1	84.1
65446	2	.1	.1	84.2
65449	1	.0	.0	84.2
65452	1	.0	.0	84.3
65453	6	.2	.2	84.5
65459	5	.2	.2	84.7
65462	1	.0	.0	84.7
65466	2	.1	.1	84.8
65479	1	.0	.0	84.9
65483	1	.0	.0	84.9
65484	1	.0	.0	84.9
65486	3	.1	.1	85.1
65529	1	.0	.0	85.1
65534	1	.0	.0	85.1
65535	1	.0	.0	85.2
65536	13	.5	.5	85.7
65542	1	.0	.0	85.7
65543	1	.0	.0	85.8
65548	2	.1	.1	85.9
65552	1	.0	.0	85.9
65556	3	.1	.1	86.0
65559	7	.3	.3	86.3
65560	20	.8	.8	87.1

What is your home zip code?					
	Frequency	Percent	Valid Percent	Cumulative Percent	
65565	5	.2	.2	87.3	
65566	3	.1	.1	87.4	
65567	2	.1	.1	87.5	
65570	1	.0	.0	87.5	
65571	1	.0	.0	87.6	
65580	2	.1	.1	87.6	
65582	5	.2	.2	87.8	
65583	8	.3	.3	88.2	
65584	3	.1	.1	88.3	
65588	5	.2	.2	88.5	
65589	2	.1	.1	88.6	
65590	4	.2	.2	88.7	
65591	1	.0	.0	88.8	
65603	1	.0	.0	88.8	
65605	4	.2	.2	89.0	
65606	4	.2	.2	89.1	
65608	8	.3	.3	89.4	
65609	3	.1	.1	89.6	
65610	2	.1	.1	89.6	
65613	11	.4	.4	90.1	
65616	6	.2	.2	90.3	
65617	1	.0	.0	90.4	
65622	8	.3	.3	90.7	
65625	4	.2	.2	90.8	
65626	1	.0	.0	90.9	
65631	3	.1	.1	91.0	
65632	2	.1	.1	91.1	
65633	5	.2	.2	91.3	
65637	1	.0	.0	91.3	
65638	1	.0	.0	91.4	
65640	1	.0	.0	91.4	
65641	1	.0	.0	91.4	
65644	3	.1	.1	91.6	
65646	3	.1	.1	91.7	
65647	2	.1	.1	91.8	

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
65648	2	.1	.1	91.8
65650	1	.0	.0	91.9
65652	2	.1	.1	92.0
65653	5	.2	.2	92.2
65655	5	.2	.2	92.4
65656	2	.1	.1	92.4
65657	1	.0	.0	92.5
65658	1	.0	.0	92.5
65661	8	.3	.3	92.8
65662	1	.0	.0	92.9
65663	1	.0	.0	92.9
65667	4	.2	.2	93.1
65668	3	.1	.1	93.2
65669	1	.0	.0	93.2
65672	1	.0	.0	93.3
65676	1	.0	.0	93.3
65680	1	.0	.0	93.3
65682	1	.0	.0	93.4
65685	1	.0	.0	93.4
65686	3	.1	.1	93.5
65689	4	.2	.2	93.7
65690	2	.1	.1	93.8
65692	1	.0	.0	93.8
65704	4	.2	.2	94.0
65706	7	.3	.3	94.3
65707	1	.0	.0	94.3
65708	3	.1	.1	94.4
65711	4	.2	.2	94.6
65712	3	.1	.1	94.7
65713	3	.1	.1	94.8
65714	8	.3	.3	95.1
65717	5	.2	.2	95.3
65721	4	.2	.2	95.5
65722	1	.0	.0	95.5
65723	3	.1	.1	95.7

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
65724	1	.0	.0	95.7
65727	2	.1	.1	95.8
65732	3	.1	.1	95.9
65733	1	.0	.0	95.9
65734	2	.1	.1	96.0
65735	1	.0	.0	96.1
65737	4	.2	.2	96.2
65738	3	.1	.1	96.3
65739	1	.0	.0	96.4
65740	1	.0	.0	96.4
65742	8	.3	.3	96.7
65745	3	.1	.1	96.9
65746	5	.2	.2	97.1
65747	2	.1	.1	97.1
65752	2	.1	.1	97.2
65753	1	.0	.0	97.3
65755	1	.0	.0	97.3
65756	1	.0	.0	97.3
65757	2	.1	.1	97.4
65759	1	.0	.0	97.5
65761	1	.0	.0	97.5
65762	1	.0	.0	97.5
65764	1	.0	.0	97.6
65767	2	.1	.1	97.6
65768	1	.0	.0	97.7
65769	1	.0	.0	97.7
65770	1	.0	.0	97.8
65772	1	.0	.0	97.8
65774	3	.1	.1	97.9
65775	6	.2	.2	98.2
65777	1	.0	.0	98.2
65779	4	.2	.2	98.4
65785	11	.4	.4	98.8
65786	3	.1	.1	98.9
65787	1	.0	.0	99.0

What is your home zip code?				
	Frequency	Percent	Valid Percent	Cumulative Percent
65790	2	.1	.1	99.0
65791	7	.3	.3	99.3
65793	4	.2	.2	99.5
65802	2	.1	.1	99.6
65803	2	.1	.1	99.6
65804	1	.0	.0	99.7
65807	2	.1	.1	99.8
65809	2	.1	.1	99.8
65810	4	.2	.2	100.0
Total	2510	100.0	100.0	

Table 104: Question h

What is your household income?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under \$30,000	452	18.0	18.0	18.0
	\$30,000 - \$49,999	353	14.1	14.1	32.1
	\$50,000 - \$69,999	303	12.1	12.1	44.1
	\$70,000 or greater	451	18.0	18.0	62.1
	Refused	951	37.9	37.9	100.0
Total		2510	100.0	100.0	

